

rather would he have preferred a race on the open plain with the whole tribe after him.

At first very little smoke worked back to where he lay, and he hoped that he might yet escape suffocation. Meantime, he could hear the blacks shouting, singing, and beating on the rock with their waddies, to frighten out the wombats probably, for they evidently had no idea that there was larger game in the burrow.

As soon as the first bundle of leaves and grass was burned out, another was brought Billy now thought of driving out the wombats, and of saving himself by sacrificing them. But on his trying to seize the animals, they retreated into smaller holes leading off from the main den, where it was impossible to reach them.

Gradually the smoke found its way back into the burrow; yet by holding his face close down to the earth, Billy managed to breathe. But it grew more dense. His eyes began to smart, and it was difficult for him to breathe. A horrible death stared him in the face.

Under ordinary circumstances I am sure that Billy seldom prayed. But he thought he was at death's door. Suffocation had its fearful grip on his throat.

"O Lord," he cried out, his nose pressed into the dirt, "take pity on me! O, dear Lord, put out that fire, and drive away those heathen niggers!" and then, fairly beside himself with terror, he repeated it over and over with all his strength.

The effect of this petition on the blacks outside seems to have been instantaneous. The jabbering and shouting ceased at once as if by magic. There was a moment's silence, then a scampering.

With his mouth to the ground and his eyes tightly shut, Billy lay and listened. An utter stillness had taken the place of the noisy jollification. The fire of dry grass burned out, and the hole began to clear of the smoke. But for a while Billy had no thought that the natives had gone. He knew nothing of their superstitions. He lay quiet and waited.

The wombats came out of their lethargy and commenced to sneeze prodigiously. They even tried to creep out past him, but Billy drove them back.

An hour or two passed, and the boy was about mustering courage to crawl out, when a slight noise on the rock convinced him that some of the blacks were still near the place; so he waited two or three hours more as he thinks, then very cautiously crept down to the mouth of the hole.

There was no native in sight, and after watching and listening for a long time, the boy ventured to come forth. Glancing guardedly backward over the rock, he saw, set on it, a broad wooden platter, well loaded with fried tadpoles, another containing bulrush roots, and a large piece of scorched kangaroo meat.

It is quite evident that the blacks had taken Billy's voice for that of some sort of divinity, whom they thought it was best to propitiate with a generous meal, and then leave to his own devices.

Without attending to the savage offerings, or in the least understanding them, the boy first assured himself that the coast was clear, then took to his heels, and soon left the rock far behind.

That this singular deliverance was in answer to Billy's prayer, may perhaps be questioned by some people; but all readers will agree, I think, that physically, at least, it was a good thing for him that he prayed for deliverance. Without prayer he certainly would not have escaped.

He wandered about in the scrub until it was nearly night, when he fortunately heard the guns fired by a party of the stockmen, who were out searching for him. They had become alarmed at his not coming in, and still more by Blinker's coming home riderless late the previous evening.

So Billy escaped unharmed at last; but either the fright or the smoke, or perhaps both combined, brought on a feverish attack which lasted a fortnight or more. Ultimately, however, he recovered his health, and, I am sorry to say, celebrated his convalescence by giving Blinker a most outrageous beating. So, while his prayers saved his life, it is very certain his almost miraculous escape produced no beneficial effect upon him otherwise. Did he deserve his merciful escape?—*Youth's Companion*.

FOR the LADIES.

To STIFFEN FINE LACE.—Dissolve a lump of white sugar in a wineglassful of cold water.

To TAKE GREASE FROM WALL PAPER.—Lay several folds of blotting paper on the spot, and hold a hot iron near it till the grease is absorbed.

FRENCH POLISHING.—Naphtha, one quart; shellac, six ounces; sandarac, two ounces.—Powder the gums, and mix the same as with spirits of wine. To be used in the ordinary way, and cleared off with pure naphtha.

YEAST AND HOME-MADE BREAD.—Boil one pound of good flour, a quarter of a pound of moist sugar, and half an ounce of salt, in two gallons of water, for an hour. When nearly cold, bottle and cork it closely. It will be fit for use in twenty-four hours, and one pint will make eighteen pounds of bread.

STARCH.—Take one tablespoonful of starch, and put with it a teaspoonful of clear, prepared gum, add a lump of loaf sugar and a pinch of salt. Mix with cold water, stir till smooth, add sufficient boiling water to make it clear, and of the proper consistency, and stir a wax candle round it once or twice.

WASHING WOOLEN OR FLANNEL ARTICLES.—Cut up some white soap, put it into soft water, boil it up and skim; when no more scum rises leave it to cool. Put a very small quantity of spirits of wine into it, and wash the things as quickly as possible; rinse in lukewarm clear soft water, into which a small quantity of spirits of wine has also been stirred.

To WASH WHITE STRIPED STOCKINGS.—Make a jelly, the night before it is wanted, of the best yellow soap; wash the stockings in warm water with a little salt in it, using the jelly instead of soap; rinse in clear water, also with a little salt in it; wring as dry as possible, and dry quickly.

SALAD DRESSING THAT WILL KEEP.—Mix the yolks of two raw eggs in a basin with one teaspoonful of salt, whisk them well, then add one teaspoonful of made mustard, three tablespoonfuls of vinegar, one of tarragon and one of chili vinegar, add a little sugar and cayenne, and bottle tight for use.

EASY MOSAIC WORK.—An ingenious method of making inlaid or mosaic work in wood has lately been introduced. Two contrasting kinds of veneer are laid, one on the other, and confined between the corners of white wood or something similar. The desired design is then cut through the whole by a fine jig-saw, not much larger than a horse hair. The veneer is then set into the place of the corresponding part in the back veneer, and vice versa, and glued firmly upon the article to be ornamented in the usual manner of veneering.

BRUISES.—The best application for a bruise, be it large or small, is moist warmth; therefore a warm bread and water poultice in hot moist flannels should be put on, as they supple the skin. If the bruise be very severe, and in the neighborhood of a joint, it will be well to apply ten or a dozen leeches over the whole bruised part, and afterward a poultice. But leeches should not be put on young children. If the bruised part be in the knee or ankle, walking should not be attempted till it can be performed without pain. Inattention to this point often lays the foundation for serious mischief in these points, especially in the case of scrofulous persons.

There is not a girl on earth, whether the daughter of prince or pauper, who, if made a perfect mistress of all household duties, and thrown into a community wholly unknown, would not rise from one station to another, and eventually become the mistress of her own mansion, while multitudes of young women placed in positions of ease, elegance and affluence, but being unfitted to fill them, will as certainly descend from one round of the ladder to another, until, at the close of life, they are found where the really competent started from. Mothers of America, if you wish to rid your own and your children's household of the destroying locusts which infest your houses and eat your substance, take a pride in educating your daughters to be perfect mistresses of every home duty; then, even if you leave them without a dollar, be assured they will never lack a warm garment, a bounteous meal or a cosy roof, nor fail of the respect of any who know them.

Advertisements.

WILMINGTON & WELDON RAIL ROAD COMPANY.
OFFICE GEN'L SUPERINTENDENT, }
Wilmington, N. C., May 28, 1875. }

CHANGE OF SCHEDULE.
On and after June 1st, Passenger Trains on the Wilmington and Weldon Railroad will run as follows:

MAIL TRAIN.	
Leave Union Depot daily (Sundays excepted).....	at 7:35 a. m.
Arrive at Goldsboro.....	11:50 a. m.
" Rocky Mount.....	2:00 p. m.
" Weldon.....	3:50 p. m.
Leave Weldon daily.....	at 9:50 a. m.
Arrive at Rocky Mount.....	11:35 a. m.
" Goldsboro.....	1:37 p. m.
" Union Depot.....	6:05 p. m.

EXPRESS TRAIN AND THROUGH FREIGHT TRAIN.	
Leave Union Depot daily.....	at 5: p. m.
Arrive at Goldsboro.....	11:4 a. m.
" Rocky Mount.....	2:0 a. m.
" Weldon.....	6:00 a. m.
Leave Weldon daily.....	7:00 p. m.
Arrive at Rocky Mount.....	9:00 p. m.
" Goldsboro.....	12:50 a. m.
" Union Depot.....	6:30 a. m.

Mail Train makes close connection at Weldon for all points North via Bay Line and Acquia Creek routes.

Express Train connects only with Acquia Creek route. Pullman's Palace Sleeping Cars on this Train.

Freight Trains will leave Wilmington tri-weekly at 5:00 a. m., and arrive at 1:40 p. m.

JOHN F. DIVINE,
General Superintendent.

SEABOARD & ROANOKE RAIL ROAD.

Office of the Superintendent of Transportation, of the Seaboard & Roanoke Railroad Company.

PORTSMOUTH, VA., Jan. 1 1875
On and after this date, trains of this Road will leave Weldon daily, Sundays excepted as follows:

Mail train.....	at 4 p. m.
No. 1 Freight train.....	at 4 a. m.
No. 2 Freight train.....	at 8 a. m.
Tuesdays and Fridays at.....	at 8:00 a. m.

ARRIVE AT PORTSMOUTH.	
Mail train.....	at 7:15 p. m.
No. 1 Freight train.....	at 12, Noon.
No. 2 Freight train.....	at 4 p. m.

Freight trains have a passenger car attached. Steamer for Edenton, Plymouth and landings on Black water and Chowan Rivers leave Franklin at 7:40 a. m., on Mondays, Wednesdays and Fridays.

E. G. GHIO,
Supt. of Transportation.

RALEIGH & GASTON RAILROAD SUPERINTENDENT'S OFFICE.

Raleigh, N. C., Aug. 16, 1875. }
On and after Monday, August 16th, 1875, trains on the Raleigh & Gaston Railroad will run daily (Sunday excepted) as follows:

MAIL TRAIN.	
Leaves Raleigh.....	10:00 A. M.
Arrives at Weldon.....	3:30 P. M.
Leaves Weldon.....	10:00 A. M.
Arrives at Raleigh.....	3:45 P. M.

ACCOMMODATION TRAIN.	
Leaves Raleigh.....	5:00 A. M.
Arrives at Weldon.....	5:25 P. M.
Leaves Weldon.....	5:15 A. M.
Arrives at Raleigh.....	5:40 P. M.

Mail train makes close connection at Weldon with the Seaboard and Roanoke Railroad and Bay Line Steamers via Baltimore, to and from all points North, West and Northwest, and with Petersburg Railroad via Petersburg, Richmond and Washington City, to and from all points North and Northwest.

And at Raleigh with the North Carolina Railroad to and from all points South and Southwest, and with the Raleigh & Augusta Air Line to Haywood and Fayetteville.

A. B. ANDREWS, Gen. Supt.

RALEIGH & AUGUSTA AIR-LINE. SUPERINTENDENT'S OFFICE.

Raleigh, N. C., Aug. 16th, 1875. }
On and after Monday, August 16th, 1875, trains on the R. & A. A. L. Road will run daily (Sunday excepted) as follows:

MAIL TRAIN.	
Train leaves Raleigh.....	4:00 A. M.
Arrives at Cameron.....	7:20 P. M.
Train leaves Cameron.....	6:30 A. M.
Arrives at Raleigh.....	9:45 A. M.

Mail Train makes close connection at Raleigh with the Raleigh and Gaston Railroad, to and from all points North.

And at Cameron with the Western Railroad, to and from Fayetteville and points on Western Railroad. A. B. ANDREWS, Superintendent.

PIEDMONT AIR-LINE RAILWAY. RICHMOND & DANVILLE, RICHMOND & DANVILLE R. W., N. C. DIVISION, AND NORTH WESTERN N. C. R. W.

CONDENSED TIME TABLE
In effect on and after Sunday, Aug. 29, 1875.

GOING NORTH.		
STATIONS.	MAIL	EXPRESS
Leave Charlotte.....	9:15 p. m.	5:45 a. m.
" Air-Line Jct'n.....	9:33 "	6:20 "
" Salisbury.....	1:58 "	8:34 "
" Greensboro.....	3:15 a. m.	10:55 "
" Danville.....	6:08 "	1:12 p. m.
" Dundee.....	6:18 "	1:20 "
" Burkville.....	11:35 "	6:07 "
Arrive Richmond.....	2:22 p. m.	8:48 "

GOING SOUTH.		
STATIONS.	MAIL	EXPRESS
Leave Richmond.....	1:38 p. m.	6:08 a. m.
" Burkville.....	4:52 "	8:36 "
" Dundee.....	10:33 "	1:14 p. m.
" Danville.....	10:35 "	1:17 "
" Greensboro.....	3:00 a. m.	3:53 "
" Salisbury.....	5:32 "	6:15 "
" Air-Line Jct'n.....	8:05 "	8:25 "
Arrive at Charlotte.....	8:22 "	8:43 "

GOING EAST.		GOING WEST.	
STATIONS.	MAIL	MAIL	MAIL
Leave Greensboro.....	3:00 a. m.	Ar. 2:00 a. m.	
" Co. Shops.....	4:30 "	L'Ve 12:33 p. m.	
" Raleigh.....	8:33 "	L'Ve 8:10 p. m.	
Arr. Goldsboro.....	11:30 "	L'Ve 5:00 "	

NORTH WESTERN N. C. R. R. (SALEM BRANCH.)

Leave Greensboro.....	4:30 p. m.
Arrive at Salem.....	6:13 "
Leave Salem.....	8:40 a. m.
Arrive at Greensboro.....	10:33 "

Passenger train leaving Raleigh at 8:10 P. M. connects at Greensboro with the Northern bound train; making the quickest time to all Northern cities. Price of Tickets same as via other routes.

Trains to and from points East of Greensboro connect at Greensboro with Mail Trains to or from points North or South.

Two trains daily both ways.

On Sundays Lynchburg Accommodation leave Richmond at 9:00 A. M., arrive at Burkeville 12:43 P. M., leave Burkeville 4:35 A. M., arrive at Richmond 7:58 A. M.

No Change of Cars between Charlotte and Richmond, 282 Miles.

For further information address
S. E. ALLEN,
Gen'l Ticket Agent,
Greensboro, N. C.

T. M. R. TALCOTT,
Engineer & Gen'l Superintendent.

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