

I was expecting John home a little earlier that night, so I determined to have some nice spring chicken broiled just to a turn already for him, when he came. All went very well until, just as the chicken came in the doorway of those chickens, I discovered that the wood was out. What should I do? I waited until John came, the chicken would be quite spoiled.

I picked up a nice straight maple stick, and leaned it up against another stick, just as I had seen John do, and then I calmly laid it against the door, and a woman didn't split wood. I placed the tip of one of my toes against the stick, and a good many degrees gracefully and then taking hold of the other end of the handle, I raised the axe high over my head and brought it down with all my might, the blade striking—not the stick, but my hand. Oh! oh! how my hand ached!

I let them up in my apron for a few minutes, and after rubbing a moment to keep back the tears, I took up the axe and went at it again.

As I held the handle of the handle near the end of the axe I remembered my former experience. I hesitated just half a second before letting the axe strike.

Faded as it was, I turned the axe a hair's breadth, and it glided on the side of the stick and struck deep into the soft wood. I wasn't prepared for this, and losing my balance, over I went at least a foot or two, and I fell. I felt exactly as I had felt.

I placed my stick in a new position, shut my teeth and—oh! I didn't do it. The axe was a clothes line just behind me. I had not noticed my axe caught in this an jerked me back and over a log, the axe falling and striking my face. There was a sharp twinge to my back and a buzzing in my head, so I had quite a stiff neck. I was startled by the sound of a door opening. "Morning, Mollie, are you all right?"

He picked me up in his great strong arms and carried me in the house. I wasn't hurt much after all, but I was good for, on John's shoulder, and ever since that I've had a whole wood house full of money, in wood always on hand. If a woman can't do a thing one way she can another.

A gentleman took me to a drum on a row in a tavern, where the inmates were fighting and singing, and said:

"Do you know what caused all this?"

"No, sir."

His answer pointing to the drummers, said:

"That's the cause, will you take a drink?"

The boy started back with horror and exclaimed:

"No, sir."

Then he took the child to the care of a man who had him in his arms. The boy gazed up at him and quaked as the drunkard roared and tore at the blanket the demons were after him, crying: "I've meane! I've meane! I've meane! they're coming!"

"Do you know the cause of this, my boy?"

"No, sir."

"This is caused by drink, will you have some?" and the boy sank back with a shudder, as he refused the cup.

Next day came at the miserable hotel of a drunken father beating his wife, and who, out of knocking, do his children.

"What has caused this?" said the father.

The son was silent.

When he saw that it was rain, he'd care that he would not touch a drop of his drink.

But suppose that he had been married to a woman who, with him and care, the wine passed and scenes of cheerfulness and gaiety, where all the friends are respectable, boys and kind to each other, and he could be asked to drink, would he do so? Or, up one in walking out with his father on New Year's Day to cheer his young boy friend, to enjoy the festivities of the night in the new year, with other things which would be done by a smiling girl. His room had a table, waives, roses, resse, in a glass of his spirit, and his young boy on the excessive of its quality: what would he do the son should feel with him, same.

One of the simplest and daintiest of the home art that have lately come into fashion is the making of pictures by "spatter-work." The following directions for amateurs in the progress we copy from the Scientific American: Spatter-work pictures, usually delicate designs in white, appearing upon a softly shaded ground, are now very popular, and are, with a little practice, easily produced.

Procure a sheet of fine uncalendered drawing-paper and arrange thereon a bouquet of pressed leaves, trailing vines, letters, or any design which it is desired to have appear in white. Fasten the articles by pins stuck into the smooth surface, which should be underneath the paper. Then slightly wet the bristles of a tooth or other brush in rubber Indian ink or common black writing ink then draw them across a stick in such a manner that the bristles will be bent and then quickly released. This will cause a fine spatter of ink upon the paper. Continue the spattering over all the leaves, vines, and paper, allowing the centre of the pattern to receive the most ink, the edges snading off. When done, remove the design and the forms will be found reproduced with accuracy on the tinted ground. With rustic wooden frame this forms a very cheap and pretty ornament.

Alleger, Bowlby & co.,

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That it is difficult to distinguish between the two.

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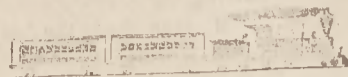
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Advertisements.



WILMINGTON & WELDON RAIL ROAD COMPANY.

OFFICE GENERAL SUPERINTENDENT'S, Wilmington, N. C., May 18, 1875. CHANGE OF SCHEDULE.

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

Table with columns for Train Type, Destination, and Time. Includes MAIL TRAIN and EXPRESS TRAIN AND THROUGH FREIGHT TRAIN.

SEABOARD & ROANOKE RAIL ROAD.

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

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

Table with columns for Train Type, Destination, and Time. Includes MAIL TRAIN and FREIGHT TRAIN.

ARRIVE AT PORTSMOUTH. Mail train leaves at 7:15 a.m. No. 1 Freight train leaves at 12 Noon. No. 2 Freight train leaves at 8 a.m. Tuesdays and Fridays at 8:00 a.m.

RALEIGH & GASTON RAILROAD. SUPERINTENDENT'S OFFICE, Raleigh, N. C., Aug. 16, 1875.

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

Table with columns for Train Type, Destination, and Time. Includes MAIL TRAIN and ACCOMMODATION TRAIN.

RALEIGH & AUGUSTA AIR-LINE. SUPERINTENDENT'S OFFICE, Raleigh, N. C., Aug. 16th, 1875.

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

Table with columns for Train Type, Destination, and Time. Includes MAIL TRAIN.

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

MAIL TRAIN. Mail Train makes close connection at Raleigh with the Raleigh and Gaston Railroad, and from all points North, and from all points North and West and Northwest, and with Petersburg Railroad via Petersburg, Richmond and Washington City, to and from all points North and Northwest.

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

A. B. ANDREWS, Gen. Sup't.

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2. Its cost to the insured, from the most liberal and the most liberal of its kind.

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4. Its Sufficient Guarantees of Dividends and Sufficiently.

5. Its Inexpensive Claims, comparing favorably with the most liberal of its kind.

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