UTAH CENTRAL RAILWAY COMPANY.

PIONEER LINE OF UTAH.

NEW TIME CARD—IN EFFECT JUNE 1st, 1882.

PASSENGER TRAINS leave Salt Lake City daily for Ogden, and Intermediate Stations, at 7 a. m. and 3.40 p. m.; arrive in Ogden at 8.40 a. m. and 5.20 p. m.

PASSENGER TRAINS leave Ogden daily at 10.10 a. m. and 6.15 p.m.; arrive in Salt Lake at 11.50 a. m. and 7.55 p. m.

SPECIAL PASSENGER TRAIN

Leaves Salt Lake daily for Juab, and Intermediate Stations, at 7 a. m.; connects with B. C. R. R. W., & J. V. R. R., S. L. & Western Railway, Utah and Pleasant Valley R. R., and Sanpete Valley Railway; arrives in Juab at 12.05 p. m.

Leaves Juab at 1.20 p. m.; Nephi, 2.00; Provo, 4.00; Lehi Junction, 5.00; Sandy, 5.45; Junction, 5.50; Germania, 6.02; Franklyn, 6.05; arrives in Salt Lake at 6.30 p. m.

REGULAR PASSENGER TRAIN leaves Salt Lake at at 2 p. m. for Frisco, Milford and Intermediate Stations; connects with Stage at Milford for Southern Utah, Nevada and Arizona.

Leaves Frisco at 4.00 p. m.; Milford, 6.10 p. m.; Juab; 4.30 a. m.; Nephi, 5.08; Provo, 7.25; Pleasant Grove, 7.55; American Fork, 8.07; Lehi, 8.15; Draper, 9.00; Sandy, 9.15; Junction, 9.19; Lovendahl's, 9.27; Germania, 9.32; Franklyn, 9.35; arrives in Salt Lake at 10 a. m.

FREIGHT TRAINS run as usual.

FOR FULL PARTICULARS SEE TIME CARDS.

FRANCIS COPE, Gen'l Fr't & Pass. Ag't. **JAMES SHARP,** Ass't Gen'l Sup't. **JOHN SHARP,** Gen'l Supt.

CHICAGO, ROCK ISLAND & PACIFIC R. R.

IS THE GREAT CONNECTING LINK BETWEEN THE EAST & THE WEST!

Its main line runs from Chicago to Council Bluffs, passing through Joliet, Ottawa, La Salle, Kankakee, Morris, Sterling, Rock Island, Davenport, West Liberty, Iowa City, Marengo, Brooklyn, Grinnell, Des Moines (the capital of Iowa), Stuart, Atlantic and Avoca; with branches from Bureau Junction to Peoria, Wilton Junction to Muscatine, Washington, Fairfield, Eldon, Belknap, Batavia, Fairfax, Stanton, Pacific Junction, Omaha, Council Bluffs, Leavenworth, Atchison, and Kansas City; Washington to Keokuk, Farmington, Bonaparte, Mediapolis, Oakville, Mt. Pleasant, Wapello, Columbus Junction, Fredonia, Nichols, Durant, Tipton, Iowa City, Marengo, Calamus, Wheatland, Clinton, Camanche, Sabula, Lyons, Fulton, Albany, Morrison, Prophetstown, Sterling, Rock Falls, Dixon, Amboy, Kingston Mines, Hinckley, Aurora, Batavia, Geneva, Elgin, Marengo, Belvidere, Davenport, Walcott, Wilton Junction, Muscatine, Iowa City, Des Moines, Indianola and Winterset; Atlantic to Lewis and Audubon; and Avoca to Harlan. This is positively the only road in Iowa, which owns, and operates a through line from Chicago into the State of Kansas.

Through Express Passenger Trains with Pullman Palace Cars, leave each way daily between CHICAGO and PEORIA, KANSAS CITY, COUNCIL BLUFFS, ATCHISON and LEAVENWORTH. Through cars are run between Milwaukee and Kansas City via the Milwaukee and Rock Island Short Line.

The "Great Rock Island" is magnificently equipped. Its road bed is simply perfect, and its track is laid with steel rails.

What will please you most will be the pleasure of enjoying your meals, while passing over the beautiful prairies of Illinois and Iowa, in one of our magnificent Dining Cars that accompany all Through Express Trains. You can get a entire meal, as good as served in any first-class hotel, for seventy-five cents.

Appreciative of the fact that a majority of the people prefer separate apartments for different purposes (and especially where a private business of this line is transacted), we are pleased to announce that this Company runs Pullman Palace Sleeping Cars for sleeping purposes, and Palace Dining Cars for eating purposes only. One other great feature of our Palace Cars is a SMOKING SALOON where you can enjoy your "Havana" at all hours of the day.

Magnificent Iron Bridges span the Mississippi and Missouri rivers at all points crossed by this line, and transfers are avoided at Council Bluffs, Kansas City, Leavenworth, and Atchison, connections being made in Union Depots.

THE PRINCIPAL R. R. CONNECTIONS OF THIS GREAT THROUGH LINE ARE AS FOLLOWS:

At CHICAGO, with all diverging lines for the East and South.

At ENGLEWOOD, with the I. S. & M. S., and P., Ft. W. & C. R. Rds.

At WASHINGTON HEIGHTS, with P., C. & St. L. R. R.

At LA SALLE, with Ill. Cent. R. R.

At PEORIA, with P., D. & E.; I. B. & W.; Ill. Mid.; and T. P. & W. Rds.

At ROCK ISLAND, with "Milwaukee & Rock Island" Short Line, and Rock Isld & Peo. Rds.

At DAVENPORT, with the Davenport Division C. M. & St. P. R. R.

At WEST LIBERTY, with the B., C. R. & N. R. R.

At GRINNELL, with Central Iowa R. R.

At DES MOINES, with D. M. & F. D. R. R.

At COUNCIL BLUFFS, with Union Pacific R. R.

At OMAHA, with B. & Mo. R. R. in Nebr.

At COLUMBUS JUNCTION, with B. C. R. & N. R. R.

At OTTUMWA, with Central Iowa R. R.; W., St. L. & Pac., and C. B. & Q. R. Rds.

At KEOKUK, with Tol., Peo. & War.; Wab., St. Louis & Pac., and St. L., Keo. & N.-W. R. Rds.

At MONROE, with C. & N.-W. R. R.

At ATCHISON, with Atch., Topeka & Santa Fe; Atch. & Neb. and Cen. Br. U. P. R. Rds.

At LEAVENWORTH, with Kan. Pac., and Kan. Cent. R. Rds.

At KANSAS CITY, with all lines for the West and Southwest.

PULLMAN PALACE CARS are run through to PEORIA, DES MOINES, COUNCIL BLUFFS, KANSAS CITY, ATCHISON, and LEAVENWORTH.

Tickets via this Line, known as the "Great Rock Island Route," are sold by all Ticket Agents in the United States and Canada.

For information not obtainable at your home ticket office, address,

A. KIMBALL, Gen'l Superintendent. E. ST. JOHN, Gen'l Ticket and Pass'r Agt., Chicago, Ill.

THE CHICAGO & NORTH-WESTERN RAILWAY

is the OLDEST and BEST CONSTRUCTED, BEST EQUIPPED and hence the LEADING RAILWAY OF THE WEST AND NORTHWEST!

It is the Short, Sure and Safe Route between COUNCIL BLUFFS AND CHICAGO, MILWAUKEE And all points EAST, such as Niagara Falls, New York, Philadelphia, Boston, Washington, Baltimore, Pittsburgh, Montreal, Toronto, Detroit, Cleveland.

At Council Bluffs the Trains of the Chicago & North-Western and the U. P. Railways depart from and arrive at the same Union Depot.

At Chicago, close connections are made with the Lake Shore, Michigan Central, Baltimore & Ohio, Erie, New Haven and Bunker Hill, and Chicago & Grand Trunk Railways, and Pullman's Hotel.

PULLMAN PALACE DRAWING ROOM CARS

Are run on all through trains of this road. It is the Only Road upon which are Run the celebrated

North-Western Dining Cars

WEST OF NORTHWEST OF CHICAGO.

Insist upon Ticket Agents selling you Tickets via this road. Examine them, and refuse to buy if they do not read over the Chicago & Northwestern Railway.

If you wish the Best Traveling Accommodations you will buy your Tickets by this route. TAKE NO OTHER.

All Ticket Agents sell Tickets by this Line.

J. M. ALLEN, Gen'l Supt., Chicago. W. H. STENNETT, Gen. Pass. Agent, Chicago.

Denver and Rio Grande Railway.

NOTICE TO PASSENGERS.

ON AND AFTER WEDNESDAY, DECEMBER 6th, 1882, Trains will Leave and Arrive at Salt Lake, from temporary station, corner of Second South and Fifth West Sts., Daily as follows:

All Points between Salt Lake & Pleasant Valley	LEAVE.	ARRIVE.
	7.30 a.m.	4.30 p.m.
For Bingham Branch	7.40 a.m.	6.00 p.m.
For Bingham, Granite and Wasatch, Tuesdays, Thursdays, Saturdays only	7.40 a.m.	6.00 p.m.

D. C. DODGE, Gen'l Manager. HENRY WOOD, Gen'l Supt.

A. W. FABER'S STATIONERY ARTICLES & ARTISTS' MATERIALS, MAY BE HAD OF

Z. C. M. I.

Gold Pens and Pencil Cases, Pocket-Books, Rubber Goods, Lead Pencils, Etc.

SAPONIFIER

COOPER BROTHERS.

REAL ESTATE AND LOAN AGENTS, 21 Second South Street, in Groesbeck Block, over building lately occupied by Post-office, have now for sale some choice lots of real estate. Also several places to rent. Parties desiring to rent or buy or to borrow on good securities should call on them. dtf

WM. PETERSEN THE BUTCHER,

1228 First South Street, Second Shop from East Corner,

Dealer in all kinds of MEAT in season. Meats ordered by Telephone will receive prompt attention to the satisfaction of patrons. All kinds of SAUSAGES A SPECIALITY. 444

OVERLAND HOUSE,

Three Doors South of Walker House, MAIN ST., SALT LAKE CITY,

Better Accommodations at Less Rates than any other Second-Class House in the City. Terms $1.00 to $1.75 per Day.

SINGLE MEALS 25 CENTS.

W. A. PITT, Proprietor.

Street Cars pass to and from Depot.

HENRY'S CARBOLIC SALVE

The most Powerful Healing Ointment ever Discovered.

HENRY'S Carbolic Salve cures Sores.
HENRY'S Carbolic Salve allays Burns.
HENRY'S Carbolic Salve cures Bruises.
HENRY'S Carbolic Salve heals Pimples.
HENRY'S Carbolic Salve cures Piles.
HENRY'S Carbolic Salve heals Cuts.

Ask for Henry's, and Take No Other

BEWARE OF COUNTERFEITS. 423

LUMBER YARD AND Planing Mill,

HALF-A-BLOCK EAST OF DEPOT.

Lumber,	Doors,
Lath,	Sash,
Shingles,	Mouldings,
Ceiling,	Frames,
Flooring,	Pickets,
Hardware,	Rustic,
Sash Weights, Glass, etc.	

All Bills Promptly Filled.

BUILDERS, CONTRACTORS AND MANUFACTURERS.

Taylor, Romney & Armstrong,

Late Lattimer, Taylor & Co.

P. O. BOX 929.

LONDON BANK OF UTAH, LIMITED.

22 GREAT WINCHESTER ST., LONDON, ...AND... Salt Lake City, Utah.

Authorized Capital,.....$778,640.
Subscribed " .....241,378.

Shareholders liable for amount uncalled on Shares.

Drafts payable in England, Scotland or Ireland, sold at low rates of exchange.

Interest allowed on Certificates of Deposit, payable on demand.

Advances made and approved notes discounted at low rates of interest.

E. AUSTIN, Manager.

U. S. DEPOSITORY.

DESERET NATIONAL BANK, SALT LAKE CITY.

PAID UP CAPITAL, - $200,000.
SURPLUS, - - $150,000.

H. S. ELDREDGE, President.
WM. JENNINGS, Vice-Prest.
FERAMORZ LITTLE,
JOHN SHARP,
WM. W. RITER,
L. S. HILLS, Cashier,
JAS. T. LITTLE, Asst. Cashier.
} DIRECTORS.

RECEIVES DEPOSITS PAYABLE ON DEMAND.

Buys and sells exchange on New York, San Francisco, Chicago, St. Louis, Omaha, London, and principal Continental Cities.

Makes Collections, remitting proceeds promptly.

HAYNES & SON, STEAM BOILER MAKERS.

LARD & OIL TANKS, COOLERS, KETTLES, PANS, ETC

Shop, 1½ Blocks East of Depot.

P. O. BOX, 525, SALT LAKE CITY

General Repairing Done Promptly

ALL WORK GUARANTEED.

Refer to any Work done by us with Pleasure. 411 tf

THE John W. Lowell WAGON CO.

SUCCESSORS TO JOHN W. LOWELL,

Wholesale and Retail Dealers in

Fish Bro's & Co's FARM, Freight and Spring Wagons,

McCORNICK HARVESTING MACHINERY,

J. I. Case T. M. Co. Threshers,

Saw Mills & Engines.

The J. I. Case Plow Co's Sulky and Walking Plows,

Avery Combined Gang and Sulky Plows,

Kelly STEEL Barb Fence Wire,

Hardwood Lumber,

Railroad Contractors' Supplies, Etc.

Branch House at Ogden, Utah, and Dillon, Montana. d&w

THE MOST SUCCESSFUL REMEDY ever discovered, as it is certain in its effects and does not blister. Also excellent for human flesh. Read proof below.

FROM

COL. L. T. FOSTER,

YOUNGSTOWN, Ohio, May 26th, 1880.

DR. B. J. KENDALL & CO., Gentlemen:—I had a very valuable Hambletonian colt that I prized very highly, he had a large bone spavin on one joint and a small one on the other which made him very lame; I had him under the charge of two veterinary surgeons which failed to cure him. I was one day reading the advertisement of Kendall's Spavin Cure in the Chicago Express. I determined at once to try it. I went to my druggist and bought one for it, they ordered three bottles; I took them all and thought I would give it a thorough trial, I used it according to directions and the fourth day the colt ceased to be lame and the lumps have disappeared. I used but one bottle and the colt's limbs are as free from lumps and as smooth as any horse in the state. He is entirely cured. The cure was so remarkable that I let two of my neighbors have the remaining two bottles who are now using it. Very respectfully,

L. T. FOSTER.

Kendall's Spavin Cure

Is sure in its effects, mild in its actions as it does not blister, yet it possesses the penetrating and healing qualities necessary to reach every deep seated pain or ache. It removes any bony growth or other enlargement, such as splints, spavins, ringbone, curbs, thoroughpins, sweeny, contracted cords, and any lameness and all external aches and pains. It is unfailing for rheumatism in man or for any purpose for which a liniment is used for man or beast. It is now known to be the best liniment for man ever used, acting mildly and yet certainly in its effects.

Send postcard for illustrated circular which we think gives positive proof of its virtues. We mention but a few cases here with such unquestionable proof as will satisfy the public of its merits.

Price $1, six bottles for $5. All Druggists have it or can get it for you, or it will be sent to any address on receipt of price by the Proprietors, DR. B. J. KENDALL & CO., Enosburgh Falls, Vt.

SOLD BY ALL DRUGGISTS.

EVENING NEWS.

Tuesday, - Jan. 23, 1883.

BY TELEGRAPH.

PER WESTERN UNION TELEGRAPH LINE.

FOREIGN.

The Phœnix Park Murders.

LONDON, 22.—No doubt whatever remains but the government is in possession of information which will lead to the arrest of the murderers of Cavendish and Burke. The information was given by a man named Delaney, now under a sentence of 10 years' imprisonment for another offence. The officials both in Dublin and London are confident all the guilty parties still remaining in this country will be lodged in jail before the month is out. Delaney, it is understood, in return for the information given the authorities, will receive a free pardon, and comfortable douceur of £5,000. Excitement almost amounting to consternation prevails throughout the city. It is known that the members of the Irish Party unqualifiedly repudiate the stigma cast on their organization, protesting that while open and revolutionary action is the basis of their organization, it never recognized, approved or tolerated the agencies of secret crime. The Fenian brotherhood denied that Farrell was ever a member of that body, while many persons acquainted with the antecedents of the informer, say they would not hang a dog on his testimony, and that he would any day sell those near him for a glass of whisky. The crown counsel, however, seem to be in earnest, and their confidence would lead to the belief that they have strong evidence, circumstantial if not positive, to corroborate the former's story.

Dublin, 22.—Miles Kavanagh, who is informer, to day swore to the driver of the car on which Field's assailants escaped. He is now in custody. Immediately after the Phœnix Park murders, he was apprehended and detained two days on suspicion of having driven the car on which the assassins of Lord Cavendish and Burke escaped. It is reported that six prisoners, who were in the dock to-day, offered to become approvers, but up to the present time the authorities have accepted only one, who will be examined at the next hearing. It is said there are three other informers. James Poole, Devin and Delaney are mentioned. The detective department is besieged with persons offering to give information. Several suspected persons left Dublin during the week. A detective is in pursuit of one important individual.

The Sunken "Cimbria."

London, 22.—4.30 p. m.—The details of the *Cimbria* disaster show the loss of life must have been fearful. A dispatch from Hamburg, sent by the Hamburg-American Steamship Co., says so far fifty-six persons from the *Cimbria* have been landed. The *Cimbria* left Hamburg Thursday, with 880 passengers and a crew of 110. She ran aground before leaving the Elbe, but got off with the flood tide, with the assistance of the steamer *Hansa*, without damage, and she put to sea at 2.30 in the afternoon. On Friday morning she came into collision, during a thick fog off Borkum, with the steamer *Sultana*. The *Cimbria* sank in a short time. When a boat with 39 passengers arrived, the company sent out the steamer *Hansa* and the four largest available steamers at Cuxhaven to search for the other boats of the *Cimbria*.

Hamburg, 21.—The *Cimbria* sustained such severe injuries in the collision that it at once became apparent she must sink almost immediately. The officers therefore did all in their power to save lives without a moment's time. Life belts were distributed among the passengers. The latter was struck abaft at the first collision on the bulkhead on the port side, and she keeled over to the starboard and speedily sank. The *Theta* picked up one of the *Cimbria* boats at 2 o'clock p.m. on Saturday, and arrived at Couxhaven about six.

Hamburg, 22.—The steamer *Cimbria* stands upright, her top yard just visible at high tide.

London, 22.—The *Cimbria* has sunk in 90 feet of water; three boats were launched before she sunk.

One of the boats which the crew succeeded in launching before the foundering of the steamer, capsized immediately. It is feared all persons missing are lost.

Passengers missing 363; passengers known to be safe, 32; crew missing, 71; crew known to be safe, 21. Missing, all told, 431; safe, so far as known, 53. This is as far as the lists go, and makes the whole number on board 487, instead of 470. The slight discrepancy with the figures given in the press dispatches leads to the hope that more names of the saved may yet be received.

New York, 23. — The *Herald's* Hamburg special says: According to latest information 445 lives were lost in the *Cimbria* disaster. There were 402 passengers and 94 officers and crew on board. Of these 56 so far have been rescued.

London, 23. — A dispatch from Hamburg says: The steamer *Sultana* was seized by the police; her captain asserts that he awaited at the scene of the disaster twelve hours after the collision.

The captain of a steamer which has arrived in the Humber from Hamburg, makes the following statement at the request of the captain of the *Sultana*. The weather was hazy and soon after became very foggy. The engines were eased to dead slow and the steam whistle kept sounding every few seconds. The captain and chief officer on the bridge and 23 men were looking out forward. Suddenly a green light and the masthead of a steamer, two points off starboard, were seen. The captain of the *Sultana* thought the approaching steamer would keep her course to go clear. It was noticed, however, she suddenly ported and came around rapidly. It was too late to do anything but reverse, which was done. By the time the engines had revolved once, the captain noticed the other steamer's port light coming rapidly toward the *Sultana*. The next instant she caught the *Sultana's* bowsprit on her post or rigging taking her right aromnd. There was great consternation on board the *Sultana*, as it was feared so much larger a vessel would sink her. The *Sultana's* crew hailed the *Cimbria* to stand by, but no reply was received, the vessels meeting in a fog, and a few seconds later the mate of the *Sultana* saw the *Cimbria* coming by on the other side. He called to the German master to go full speed astern. This was done and the *Cimbria* again crossed the *Sultana's* bows and then disappeared. An examination of the *Sultana's* damage showed the upper part of her hawse pipe and all forward had been driven by the collision through the bulkhead into the forecastle, where the crew had a narrow escape. The *Sultana* remained at the scene five hours, and the captain heard no sound during the whole time, and was severely blaming the German captain of the *Cimbria* for leaving without having ascertained the damage to the *Sultana*. He had no idea the *Cimbria* foundered till he arrived in Hamburg. Before the collision occurred he heard no sound from the *Cimbria's* whistle; when he first saw her the *Cimbria* was going at full speed. He supposed the *Sultana's* beaks ripped open the *Cimbria's* plates.

BRIEF TELEGRAMS.

Cheyenne, 22.—The recent cold snap of four days' duration was one of the coldest in the history of the Territory. The mercury ranged from zero to 25 degrees below, with slight wind. The fall of snow was light, so that the winter cured grass on which the cattle and sheep feed while roming the plains was not covered. The animals can withstand any temperature while feed is abundant. The losses are scarcely sufficient to notice. A few sickly calves in each herd succumbed. Sheep were not injured at all.

Providence, R.I., 22.—Early this morning the body of Mrs. Sarah Lake was found dead near the shore of the bay, resulting from intemperance and exposure. She was a native of Lakeville, Mass., and once possessed ability and refinement.

Denver, 22.—The *Tribune's* Silverton, Col., special says: Seth Pagle, justice of the peace at Ophir, attempted to cross the range without snow shoes to Silverton last Tuesday. He was found by the mail carrier Saturday frozen to death.

Chicago, 22.—President Jewett, of the Erie Road, and party of officials arrived here this afternoon. The special train of Jewett and party collided with the Louisville & New Albany passenger train. Engines and one or two cars smashed. Passengers badly shaken up; none seriously hurt.

St. Louis, 22.—Eesenstodt & Co., wholesale jewelers, have made an assignment; liabilities said to be $110,000; assets, $80,000.

Paddy Ryan, who recently spent one week in Omaha, has picked up a protege whom he calls the Nebraska Giant. He is called Baby Barnes, is six feet and four inches tall, well and powerfully built, is 24 years old, weight 246, has resided in Omaha since childhood, is a good natured, over grown young man. Ryan proposes to train him and match him against Slade, Sullivan or any other man. Barnes already has some boxing experience.

Philadelphia, 22.—Collections in churches and contributions, with Drexel & Co. complete 50,003 marks for the sufferers by the inundations in Europe.

St. Louis, 22.—Another contribution of 15,000 marks for the benefit of sufferers by the floods in Germany is sent to the president of the German Reichstag. More will follow.

Two Sides to Everything.

"Mary," said Mr. Norris to his wife, as he entered his snug little home one evening, "we are to have company to supper to-morrow. I met my old friend, Henry Ard, in the street to-day, and asked him to come out."

"Isn't he the Ard who has grown so wealthy in the past few years?" asked Mrs. Norris, as she stepped briskly around in laying the tea table.

"Yes; but I don't think his wealth has spoiled him. He was as cordial to me as ever, regretted that I was still only a clerk in Holden's, and wondered how I could get along on such a poor salary. He doesn't put on any airs at all. So wear your prettiest dress to-morrow, Mary, and have a good supper."

"He shall have no reason to complain, I'll promise that," said Mrs. Norris, who was an excellent cook and a capable housekeeper. It was to her careful management that her husband owed his freedom from debt; for only the most systematic and judicious economy could have made his small salary adequate for the support of his large family.

While several of his friends—among them Henry Ard—had risen rapidly, through fortunate speculation, to positions of affluence, Mr. Norris had remained poor, a clerk only in the house in which he started as an errand boy. But, by means of the most rigid economy and numberless sacrifices, he had been able to purchase a small cottage on the outskirts of the city, and he declared that the day he made the last payment upon it was the happiest of his life.

It had been the dream of many years to own a home, and, in his employment, he forgot the sacrifices he had made, which at the time seemed very hard. His wife had worked nobly to beautify the grounds, planting rose-bushes with her own hands and training vines over the cottage. A prettier place in the summer it would have been hard to find.

Mrs. Norris was dressed in her best, and the children were as fresh and sweet as could be, when Mr. Norris reached home the next evening, accompanied by his friend.

The gentleman was cordial in his manner, it is true, but his coming cast a gloom over the household, for he began at once to complain of the tedious ride he had from the city, commiserated them on living so far out, and he averred that he had heard that land was cheap in this section because it was unhealthy. He asked Mrs. Norris if she did not think her children looked pale; and he advised Mr. Norris to sell out and buy somewhere else. He dwelt earnestly upon the fact of there being so few neighbors, and no doctor within a mile or two; and he succeeded in filling the breast of his hostess with anxiety and alarm.

At the tea table he spoke of the elegant tea service he had given his wife a few weeks previously; of the delicious tea he had drank at the house of a friend the evening before, of the rare old china which had been used, and the dozens of luxuries which had been heaped upon the table in his honor.

Mrs. Norris listened and sighed. Her china set, used for many years, began to look poor and mean in her sight, as she imagined the beauty of Mrs. Aird's silver; the tea tasted bitter; and she had no appetite for the fried oysters, salad, jelly and the cake she had prepared so carefully, and with so much pleasure, anticipating as she had, some compliments from her guest on her cooking.

After supper the whole family gathered about the stove, and listened enviously as Mr. Aird dilated on the delights of an open grate; of the actual necessity of a home library, where there were grown children; of the costly books of his own home; of the rare pictures and elegant furniture in the house of his friends; of the fine society in which his wife moved; of her jewelry, her costly dresses, and the number of servants he found it incumbent on him to keep in order to secure comfort; of the convenience of gas, and the danger of using kerosene; and of twenty other things that the host, of whose hospitality he was partaking, did not and could not possess. Yet he was neither boastful nor ill-tempered, and gave no occasion for offense in anything he said.

But, when he arose to depart, neither Mr. Norris nor his wife felt any regret to have him go so early, nor did they urge him to come again. They felt sad and discontented; the little home in which they had taken such genuine comfort now looked shabby and mean; the small rooms seemed more cramped than ever, and they felt ashamed of the poverty which prevented them from living as Mr. Aird and his friends lived.

Mary put her children to bed, and then went to bed herself, where, after thinking over her lot in life, and recalling the many sacrifices she had made and the pinching economy she had, was obliged to practice, she finally cried herself to sleep.

A few days passed, and the cloud of discontent which had settled upon the family, was still heavy, when one evening a visitor, a Mr. Andrews, called just as they were about to sit down to supper.

Mr. Norris invited him to the table; and Mrs. Norris began to apologize for the homely fare, wishing it was better.

"No apologies are necessary, my dear madam," said the gentleman, as he threw off his coat and seated himself at the table. "I walked out from the city and have acquired the sharpest kind of an appetite. I feel as if I could relish any and everything."

"We live such a terrible distance from town," said Mrs. Norris, "it is a wonder to me that our friends ever find us at all. As it is they come very seldom."

"Why, I think your home most delightfully situated!" exclaimed Mr. Andrews, who was even wealthier than Mr. Ard, who lived in far greater style.

"I drove past here one day last summer, and remember thinking how like a bower of beauty this cottage looked, almost covered with climbing roses and surrounded by shrubs. And you couldn't have found a healthier spot anywhere. Your children show the effects of the pure air they breathe. It is a shame to shut children up in the city, where they have no chance to play out of doors."

"They certainly enjoy the garden and lawn," said Mrs. Norris, beginning to feel in a little better spirits. "I never knew how to amuse them when we lived in the city."

"Property out here is rising in value every day," continued Mr. Andrews, who dealt largely in real estate. "You had better lay your hands on all the land you can, Norris. You may realize a fortune out of these few acres in ten years' time."

It was now Mr. Norris' turn to look pleased. He began to think he had made a profitable investment, after all, in buying the place.

Mr. Andrews continued to talk in this same strain throughout the evening. He praised everything on the table, apologized for eating so much, but declared that he could not help it, for everything tasted so well; admired the tea set as looking "just like one mother used to have;" and when Mrs. Norris regretted not having open grates, he told her that open grates were a mistake, unless there was a furnace in the house; that they never threw out half so much heat as a stove; and as for a furnace, several doctors that he knew had declared them to be unhealthy; and they were ruinous to house plants, of which Mrs. norris had a great many. He observed in answer to a remark of Mr. Norris' that gas was a convenience certainly, but that kerosene gave a much softer light, and was not nearly so trying to the eyes.

When at length he rose to go, both Mr. and Mrs. Norris urged him strongly to come again; and he replied that he would be very glad to do so, for he could not remember when he had spent a more pleasant evening or been made to feel more at home. The cloud which had been cast over them by Mr. Ard's visit had flown with Mr. Andrews, and they forgot their poverty and many discomforts, and felt thankful to heaven for the many blessings they enjoyed.

Both Mr. Ard and Mr. Andrews were sincere in what they said; but you see there are two ways of looking at everything, and always a bright and a dark side. We can make ourselves contented with our lot by viewing it always from the bright side, or we can become very much discontented by comparing it with that of our richer neighbors. It lies with us to choose.

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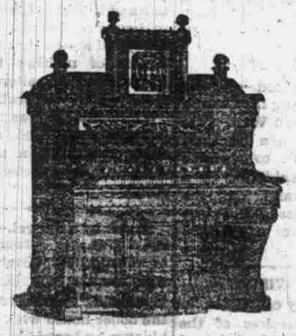

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