Farm and Garden Notes.

An Orange county (N. Y.) farmer keeps peafowls to destroy potato beetles.

Wood ashes are exceedingly valuable when applied to unfruitful apple orchards.

Old raspberry canes, past bearing, should be left till spring to protect the young vines.

To avoid potato scab, select seed free of the scab and plant as much as possible on new soil.

Unless potatoes are thoroughly ripe it is not safe to handle them much until cool weather comes. If put in pits they should be only lightly covered and well ventilated.

Fruit trees, especially apple, should have a pile of earth around their trunks before winter sets in and all rubbish for some distance removed and burned. This will prevent mice from working at the bark.

One chief cause of mildew and rot in grapes is that they are allowed to set more fruit than the vine can well ripen. The vitality of the vine being impaired, it cannot protect its fruit from disease. By trying to get too much fruit we lose all.

If winter grain is put on with a drill the rows should run north and south, rather than from east to west. The hollows caused by drill tubes hold the snow better on north and south rows. One of the chief advantages of a large top on wheat is its effect in preventing light snows from being blown from the field.

In the vicinity of cities, especially where large breweries exist, brewers' grains are extensively used as feed for milch cows. They make a large quantity of not very rich milk, and are chiefly fed by those who sell milk in cities. Farmers who rely on cream and butter for their profits cannot afford to feed brewers' grains.

Care of Live Stock.

If the farmer would have his livestock come out in the spring in a thrifty condition he must not neglect the "little things" relating to their care as well as the more essential matters. Among other things the stock large and small should have easy and convenient access to a supply of good water. It will not do to turn them out of their stables during the day to wonder about at will to and a watering place unless some provision of that kind has already been made for them. They should have pure water, if possible, and a supply of it sufficient for the needs of all. The water obtained from stagnant pools in the barnyard or other chance places is not fit for any kind of stock.

Discrimination is required in the matter of allowing sheep and cattle out-door freedom during cold weather. The length of time they should be permitted to run at large each day must be determined by the present condition of the weather, the location of the stable and yards and in a considerable degree by the condition of the stock itself. Where the barnyard faces the south, or sunny days the stock are better out of doors as much as possible. In cold, stormy days they need the best shelter obtainable. Some breeds of cattle and sheep are constituted to endure cold and exposure better than others, and the same is true of individual members of the herd or flock. This is a matter to be determined by observation and experience. Most breeds of sheep will, of course, endure cold better and need more out-door freedom than cattle.

The stables and enclosures should be kept clean and dry. It is too much to expect that stock will keep in good heart and thrifty growth where they are compelled to spend nights and days together in the midst of the filth of a stable. It is unnatural and therefore wrong. Cleanly and wholesome surroundings are quite as needful to the health and comfort of animals as human beings. It is often the case that cattle have too much bedding as too little. If the stable itself is warm and the floor kept dry and clean the stock will do better than if they stand up to their sides in a mass of dirty bedding. The bedding that is used should be changed frequently. Keep the stable windows closed against cold drafts, and by all means have the ceiling over the stable as tight as possible to prevent the dust and chaff from sifting down on the animals beneath.

Shotgun Rules.

For the benefit of those who are too apt to supply the dailies with "accidental shooting," we have compiled a few simple rules, says the San Francisco *News-Letter*, which more experienced sportsmen have long since recognized as essential to safety, the etiquette of the field, and an appreciable amount of comfort while hunting with others.

First—Never in jest or through carelessness point the muzzle of your gun in direction of another person. So-called unloaded guns have caused countless deaths and maimings by a disregard of this primary law, while carelessness in going through brush without a due regarded as to which way the gun is pointing has put a sudden and sad end to many a day's sport.

Second—Never carry a gun with the hammers down. A twig touching a hammer thus carried lifts it, and when released from the strain of the obstruction down goes the hammer and off goes the gun. The rebounding locks have done much to obviate this danger, and all who can get guns with such locks should use them. With other locks the half-cock is made and intended for safety in carriage when crossing the fences, going over ground that is dangerous of foothold, and generally when a gun is not apt to be required for immediate use.

Third—The man who draws a loaded gun out of a wagon, or through a fence, with the barrels pointed toward him, is a careless lunatic who takes his life in his own hands, and though it sounds harsh, deserves to be shot before his gross neglect of safety hurts somebody else.

Fourth—Always take the cartridges out of your gun before entering a house or leaning your gun against a veranda. The gun may fall or children may get hold of it. If you use a muzzle loader either discharge it or remove the caps.

In submitting these simple rules to the shooting public we feel assured that all sportsmen will appreciate our object, which is simply to instill into the minds of our putative shots that a gun, although a source of infinite sport and healthful recreation, is a thing that should not be fooled with.

Lamp chimneys will sometimes crack with no heat, particularly in Winter. This may be prevented by [illegible]

Cleveland's Cabinet.

PROBABLE EFFECTS OF THE CHANGE ON OFFICE HOLDERS—VIEWS OF AN OLD-TIMER.

Correspondence Rochester Sunday Herald.

"Yes, the principal topic of conversation here at present is the probable action of the in-coming administration."

The speaker was Mr. William M. Ashley, of 506 Maine avenue, a man whose large and intimate acquaintance with prominent public men here in Washington, renders his opinion of unusual weight.

"The all important question among the clerks of the various departments is, who is to go. In my opinion there will be very few changes among the old-time employees who have been here year in and year out through several administrations. The removals will occur among the heads of departments."

"The sense of mistrust which must necessarily pervade the departments is, I suppose detrimental to the proper transaction of business?"

"Well, rather, I reckon. It unfits the clerks for business. Some get very blue, for they have purchased little homes which they must sacrifice."

"Last summer it was reported that many were ill of malaria. How is it?"

"More likely, ill of a fear of change. I don't think Washington is so very malarious. At the same time I admit that since residing here, I have not always felt first-rate. At times I have been greatly troubled with sharp-shooting pains. One day my right arm and leg would torture me with pain, there would be great redness, heat and swelling of the parts, and perhaps the next day the left arm and leg would be similarly affected. Then again it would locate in some particular part of my body and produce a tenderness which would well nigh drive me frantic. There would be two weeks at a time that I would be afflicted with an intermitting kind of pain that would come on every afternoon and leave me comparatively free from suffering during the balance of the twenty-four hours.

"Of course you consulted the doctors regarding your difficulty?"

"Consulted them? Well, I should say I did. Some told me I had neuralgia; others that I had inflammatory rheumatism, for which there was no cure."

"But didn't they try to relieve your miseries?"

"Yes, they vomited and physicked me, blistered and bled me, plastered and oiled me, sweat, steamed and everything but froze me, but without avail."

"But how did you finally recover?"

"I had a friend living in Michigan who had been afflicted in a similar way and had been cured. He wrote me regarding his recovery and advised me to try the remedy which cured him. I procured a bottle and commenced its use, taking a tablespoonful after each meal and at bed time. I had used it about a week when I noticed a decrease of the soreness of the joints and a general feeling of relief. I persevered in its use and finally got so I could move around without limping, when I told my friends that it was warner's safe rheumatic cure that had put me on my feet."

"And do you regard your cure as permanent?"

"This was more than a year ago, the trouble has not returned and I haven't been so well in years as I am now."

"Speaking of President-elect Cleveland, who, in your opinion will comprise his cabinet?"

"That is difficult to determine as it is to say what office holders will go. Many good men have been named for the positions — Bayard, Thurman, Bragg, McClellan, not to mention a lot of lesser lights. Every prominent politician has a slate made up which he is backing to win, but then, as is always the case, some one will get left.

An Important Decision.

In the United States supreme court a decision was rendered in the case of the Chicago Milwaukee & St. Paul railway company, plaintiff in error, against Duane G. Ross. This was a suit brought by the engineer of a gravel train against the company to recover damages for injuries received by him in a collision with a freight train, due to the carelessness of the conductor of the latter. The court below charged the jury that if in their opinion the accident was caused by the negligence of the conductor of the freight train, and without contributory negligence on the part of the plaintiff, the railway company was liable, because the relation of superior and inferior was created by the company as between the two in the operation of its train, and they were not within the reason of the law fellow-servants engaged in the same common employment. This court holds that the charge was correct. It has, it is true, been held in numerous cases, both in this country and in England, that in the railway employes' contract of service there is an implied agreement on his part to take upon himself the risks arising from the negligence of his fellow-servants while in the same employment. The conductor and engineer, through both employes of the company, were fellow-servants in the sense in which that term is used in the decisions. The former was the representative of the company, standing in its place and stead in the running of its train, and the latter was, in that particular, his subordinate. For the former's negligence, by which the latter was injured, the company was therefore responsible. The judgment of the circuit court is affirmed. Opinion by Justice Field, Justices Bradley, Matthews, Gray, and Blatchford dissenting.

Some interesting results have been yielded by the investigations concerning human growth which have been made by a committee of the British Association for the advancement of Science. It is shown that growth is more rapid during the first five years of life, when both sexes grow alike, the boys being a little taller and heavier than the girls. From five to ten the boys grow a little faster than the girls; but from ten to fifteen the girls grow the faster, and between the ages of eleven and a half to fifteen and a half are actually taller than the boys, while from twelve and a half to fifteen and a half they are heavier. The boys then take the lead, growing at first rapidly but afterwards slower, and complete their growth at about the twenty-third year; while girls grow very slowly after fifteen, and reach their full stature at about the twentieth year. It is generally supposed that "grown up" people do not increase in height, but these researches appear to show that men gain slowly in stature until their fifteenth year, and they make a more rapid increase in weight up to the age of [illegible] Statistics are [illegible]

Pay of Baseball Players.

It was confidentially expected by baseball managers that salaries for next season would rule very much lower than they have been in the past, but present indications are that they will be much higher than ever before. Good players are much sought after. James O'Rourke, when he announced his intention of leaving Buffalo, was besieged by all the leading clubs. Providence wanted him, Boston would have been glad to have had him, St. Louis offered him the management of a club, New York and Cleveland did the same and the Athletics of this city showed their faith by offering him a salary of $4,000 to play and manage the nine next year. To the latter Mr. O'Rourke wired a reply that he would be delighted to play in the Quaker city for the sum of $6,000 per year. This figure was not favorably considered by the Athletic management, and so O'Rourke signed with the New York club. His salary is to be $6,500, the highest ever paid to a ball player.

Pitcher Mullane, who is to receive $5,000 from Cincinnati, is the next highest salaried player in the profession. Ward, of New York is said to receive $3,400 and "Buck" Ewings, the New York catcher, is put down at $3,000. Radbourne, the Providence pitcher, is said to have received an offer of $6,000 for next year, provided he can get his release. Foutz, the St. Louis pitcher, is to get $3,000 for twirling the ball, besides the $2,000 it costs to buy his release. Fred Dunlap has a two years' contract with the St. Louis Unions at $3,400 per year, and George Shaffer also holds real estate security for a big salary with the same nine.

Among the other players who have secured contracts with the Union clubs, with salaries all over $2,000, are Bradley, McCormick, Briody and Glasscock, of Cincinnati. Anson holds an interest in the Chicago club and besides is paid $3,000 as manager and player. Anson entered the profession eight years ago, a green country lad and is said to have made $100,000 in that time. Stovey and Knight drew between them over $4,000 out of the Athletic treasury and Taylor requires about $2,000 to support him.

The players who are to receive $2,500 for next season are numerous. Larry Corcoran, the Chicago pitcher, is to get $2,100 and Morris is to receive the same amount for pitching in Pittsburg. Bakley, the crack second baseman from Toledo, struck St. Louis for the same amount and was signed without much talk. Hackett, the Boston catcher, would not sign for less than $2,000, and Manning, of the same club, was offered the same amount by the Philadelphia club, but preferred to remain in Boston. The new players developed during last season are demanding and receiving high figures. Joe Gerhardt, of Louisville, wanted $4,000 but has signed with the New York club for one-half the amount.—*Philadelphia Times.*

The U. S. Supreme Court.

Every morning a few lawyers, generally wearing black dress suits, congregate in the United States Supreme Court room, which was formally the Senate chamber. At eleven o'clock the door of a side room opens and Marshal Nicolay enters, followed by the Chief Justice and the Associate Justices, wearing their black robes of office. Nicolay announces, as he enters: "The Supreme Court of the United States," the lawyers rising and assuming respectful attitudes. The Chief Justice stands before the central arm chair, and the Justices stand on his right and left in the order of their respective appointments. The Court then bows to the bar, and the bar returns the bow reverentially. The business of the court then proceeds. Once a week decisions are rendered in the presence of half a dozen spectators, more or less, which ratify or annul important legislation, confirming statutes enacted, or setting them one side as worthless. The Supreme court is, consequently, really the highest power in the land, and the Chief Justice and his associates are profoundly aware of their importance.

With the exception of Mr. Justice Bradley the Judges of the Supreme Court are men of great magnitude at the waistband. They eat more good dinners and drink more old Madeira wine than any other class of officials at Washington, and their "set" is the most exclusive. It has been the custom in years past for the Court to make a formal visit to the President on the opening day of each term, and the neglect of Mr. Arthur to curtail his "outing" that he might be at the White House to receive this visit, has elicited censorial remarks. Indeed, to hear some of these venerable old "roosters" in black gowns sigh, as they talk about the President's absence on their opening day, one would think that some great calamity must ensue, and that the wheels of government would soon stop. The President, however, will soon make it right by giving the court its clerk, its marshal and its reporter, with their wives, a jolly good dinner.—*Boston Budget.*

When to Churn.—Butter is apt to come slow in cold weather because the cream is at too low a temperature. When it is just right there will be no trouble. People who churn haphazard, or guess at the warmth of the cream, are likely to churn hours instead of minutes. A simple cream thermometer can be purchased for 25 cents, and it will tell the temperature of the cream in a half minute. It should mark in Winter 64 degrees, and in Summer 62 degrees; 63 is as nearly right as possible. In cold weather it is liable to get cooler and in warm weather warmer; hence, to start one degree warmer in cold weather is wise, and one degree cooler in warm weather is the best way.—*Our Country Home.*

You were down to see Miss Fussanfeather last night, was you not, Charlie? said little Mollie Crimsonbeak to her elder brother.

How do you know where I was? replied the young man a little provoked.

Well, didn't I hear you tell papa yesterday that she was the flour of the family?

Well, suppose you did?

Well, went on the little girl timidly, drawing nearer and brushing the hand of her brother's coat. I see some of her has rubbed off on you!

A new way to make chocolate cake is to take a square, plain cake, to be about a half-inch in thickness, and on top to place one layer of chocolate about a half inch in thickness. The chocolate being made much better if the sugar is first boiled almost to candy in a little water. By this process granulated sugar may be used, and the [illegible]

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Having recently leased the Exchange Hotel Stable, I am now running it as a boarding, exchange and Hotel stable. I can offer owners the very best accommodation for their horses. My loose boxes and single stalls for boarders are large and in good condition, my prices reasonable. I shall always buy a good horse when the price is suitable, and intend to keep such on hand for sale, either single drivers or matched pairs. Persons in distant parts of the country can send their horses to be prepared for the market. The drives are good in all directions from my stable door, so that those coming here with fine horses needing daily exercise can have the advantage of the best roads to jog them upon. The Exchange Hotel Stable is so situated as to exclude objectionable persons, who not unfrequently interfere with sales. I shall be pleased to communicate with any gentlemen from the country who may be coming to this place with horses for sale. By permission I refer you to W. R. Tubbs, Proprietor of Exchange Hotel.

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RAILROAD TIME TABLE.

Pennsylvania Railroad.

Philadelphia & Erie R. R. Division, and Northern Central Railway.

TIME TABLE.

In effect Nov. 17th, 1884. Trains leave Sunbury.

EASTWARD,

9.41 a. m.—Sea Shore Express (daily except Sunday), for Harrisburg and intermediate stations, arriving at Philadelphia 3.15 p. m.; New York, 6.20 p. m.; Baltimore, 5.10 p. m.; Washington 6.20 p. m., connecting at Philadelphia for all Sea Shore points. Through passenger coach to Philadelphia.

3.00 p. m.—Day express (daily except Sunday), for Harrisburg and intermediate stations, arriving at Philadelphia 7.35 p. m.; New York, 10.20 p. m.; Baltimore 7.50 p. m.; Washington, 8.45 p. m. Parlor car through to Philadelphia and passenger coaches through to Philadelphia and Baltimore.

8.20 p. m.—Williamsport Accommodation (daily for Harrisburg and all intermediate stations, arriving at Philadelphia 6.35 a. m.; New York 9.40 a. m. Sleeping car accommodations can be secured at Harrisburg for Philadelphia and New York. On Sundays a through sleeping car will be run on this train from Williamsport to Philadelphia. Philadelphia passengers can remain in sleeper undisturbed until 7 a. m.

2.20 a. m.—Erie Mail (daily except Monday for Harrisburg and intermediate stations arriving at Philadelphia 7.50 a. m. New York 11.20 a. m.; Baltimore 7.40 a. m.; Washington, 8.5 a. m. Through Pullman sleeping cars are run on this train to Philadelphia, Baltimore and Washington, and through passenger coaches to Philadelphia and Baltimore.

WESTWARD.

5.20 a. m.—Erie Mail (daily except Sunday), for Erie and all intermediate stations and Canandaigua and intermediate stations, Rochester, Buffalo and Niagara Falls, with through Pullman Palace cars and passenger coaches to Erie and Rochester.

9.55—News Express (daily except Sunday) for Lock Haven and intermediate stations.

1.10 p. m.—Niagara Express (daily except Sunday) for Kane and intermediate stations and Canandaigua and principal intermediate stations, Rochester, Buffalo and Niagara Falls with through passenger coaches to Kane and Rochester and Parlor car to Williamsport.

5.35 p. m.—Pacific Line (daily except Sunday) for Renovo and intermediate stations, and Elmira, Watkins and intermediate stations, with through passenger coaches to Renovo and Watkins.

9.30 a. m.—Sunday mail for Renovo and intermediate stations.

THROUGH TRAINS FOR SUNBURY FROM THE EAST AND SOUTH.

Sunday mail leaves Philadelphia 4.30 a. m., Harrisburg 7.40 arriving at Sunbury 9.20 a. m. with through sleeping car from Philadelphia to Williamsport.

News Express leaves Philadelphia 4.30 a. m. daily, Harrisburg, 8.10 a. m. daily except Sunday arriving at Sunbury 9.53 a. m.

Niagara Express leaves Philadelphia, 7.40 a. m.; Baltimore 7.30 a. m. (daily except Sunday arriving at Sunbury, 1.10 p. m., with through Parlor car from Philadelphia and through passenger coaches from Philadelphia and Baltimore.

Fast Line leaves New York 8.00 a. m.; Philadelphia, 11.10 a. m.; Washington, 9.40 a. m.; Baltimore, 10.5 a. m., (daily except Sunday) arriving at Sunbury, 5.20 p. m., with through passenger coaches from Philadelphia and Baltimore.

Erie Mail leaves New York 8.00 p. m.; Philadelphia, 11.20 p. m.; Washington, 10.0 p. m.; Baltimore, 11.20 p. m., (daily except Sunday) arriving at Sunbury 5.15 a. m., with through Pullman Sleeping cars from Philadelphia, Washington and Baltimore and through passenger coaches from Philadelphia.

SUNBURY, HAZLETON & WILKESBARRE RAILROAD AND NORTH AND WEST BRANCH RAILWAY.

(Daily except Sunday.)

Wilkesbarre Mail leaves Sunbury 10.20 a. m., arriving at Bloom Ferry 11.27 a. m., Wilkesbarre 12.15 p. m.

Express East leaves Sunbury 5.35 p. m., arriving at Bloom Ferry 6.20 p. m., Wilkesbarre 8.0 p. m.

Sunbury Mail leaves Wilkesbarre 10.3 a. m. arriving at Bloom Ferry 10.51 a. m., Sunbury 12.25 p. m.

Express West leaves Wilkesbarre 2.45 p. m., arriving at Bloom Ferry 4.15 p. m., Sunbury 5.10 m.

CHAS. E. PUGH, Gen. Manager. J. R. WOOD, Gen. Passenger Agent

PHILADELPHIA AND READING RAILROAD.

ARRANGEMENT OF PASSENGER TRAINS

Nov. 16, 1884

TRAINS LEAVE SUNBURY AS FOLLOWS:

WEEK-DAYS.

For New York, Philadelphia, Reading, Pottsville, Tamaqua, 3.45, 11.57 a. m.

For Catawissa, 11.57 a. m., 6.13 and 9.50 p. m.

For Williamsport, 6.55, 10.15 a. m. and 4.00 p. m.

For Lewisburg and Sunbury, 4.00 p. m.

TRAINS FOR SCHUYLKILL HAVEN AND POTTSVILLE LEAVE SUNBURY

Leave New York, via. Tamaqua 8.45 a. m. and via. Bound Brook Route 4.45 a. m.

Leave Philadelphia, 9.30 a. m.

Leave Reading, 11.35 a. m., Pottsville 12.35 p. m. and Tamaqua, 1.44 p. m.

Leave Catawissa, 6.50 10.50 a. m. and 4.05 p. m.

Leave Williamsport, 9.00 a. m., 4.05 and 8.40 p. m.

Leave Sunbury 4.15 p. m.

" Lewisburg 4.45 p. m.

Passengers go and from Philadelphia go through without change of cars.

J. E. WOOTTEN, General Manager.

G. G. HANCOCK, General Passenger and Ticket Agent.

Jan. 19-81-tf.

DELAWARE, LACKAWANNA AND WESTERN RAILROAD.

BLOOMSBURG DIVISION.

NORTH. p.m.	NORTH. p.m.	STATIONS.	SOUTH. a.m.	SOUTH. a.m.	SOUTH. p.m
9 00	1 30	....Scranton....	5 50	9 40	2 20
8 54	1 25	....Bellevue....	5 55	9 45	2 25
8 48	1 20	....Taylorville....	6 01	9 50	2 30
8 40	1 13	....Lackawanna....	6 09	9 57	2 38
8 31	1 05	....Pittston....	6 17	10 04	2 46
8 27	1 00	....West Pittston....	6 23	10 09	2 51
8 22	12 56	....Wyoming....	6 28	10 14	2 56
8 17	12 51	....Kingston....	6 32	10 17	3 00
8 12	12 48	....Edwards....	6 36	10 20	3 05
8 00	12 44	....Kingston....	6 40	10 25	3 06
8 08	12 44	....Kingston....	6 48	10 25	3 06
8 03	12 39	....Plymouth Junc....	6 50	10 29	3 11
7 59	12 35	....Plymouth....	6 55	10 33	3 15
7 54	12 30	....Avondale....	7 00	10 37	3 20
7 50	12 26	....Nanticoke....	7 05	10 41	3 24
7 43	12 19	....Hunlock's Creek....	7 12	10 48	3 32
7 39	12 08	....Shickshinny....	7 24	10 19	3 45
7 18	11 56	....Hick's Ferry....	7 47	11 10	3 57
7 11	11 50	....Beach Haven....	7 53	11 16	4 03
7 05	11 44	....Berwick....	8 00	11 22	4 10
6 58	11 36	....Briar Creek....	8 06	11 30	4 16
6 54	11 33	....Willow Grove....	8 10	11 33	4 19
6 50	11 30	....Lime Ridge....	8 14	11 42	4 23
6 42	11 23	....Espy....	8 21	11 48	4 30
6 36	11 17	....Bloomsburg....	8 28	11 53	4 35
6 30	11 12	....Rupert....	8 34	11 57	4 42
6 25	11 08	....Catawissa Bridge....	8 38	12 02	4 47
6 08	10 53	....Danville....	8 56	12 20	5 05
6 00	10 47	....Chulasky....	9 02	12 28	5 12
5 55	10 43	....Cameron....	9 05	12 32	5 16
5 40	10 30	....Northumberland....	9 20	12 50	5 30
p.m.	a.m.		a.m.	p.m.	p.m

W. F. HALSTEAD, Supt.

Superintendent's office, Scranton, Feb. 1st, 1882.

JAMES REILLY,
Tonsorial Artist,
again is the old stand under EXCHANGE HOTEL and has as usual a FIRST-CLASS BARBER SHOP. He respectfully solicits the patronage of his old customers and of the public generally. July 16, '80-tf

AGENCY OF
WEBY & BUFFALO
LABOR SAVING TOOLS
&
MACHINERY.
Head Quarters for Iron, Steel, Horseshoes Nails and Wagon Makers' and Blacksmiths' Supplies.
Israel Bittenbender,
Store & Warerooms 118 Franklin Ave., also Warerooms 111 Franklin Ave., and 124 Lackawanna street.
SCRANTON PA.
may 23-1y