GRAPES AND HOW TO GROW THEM.

BY JNO. R. TOWNSEND, BLOOMSBURG, PA.

[READ AT MILLVILLE MEETING]

Among one of the earliest fruits mentioned in the Bible is the grape, it was well known to the ancients and if not to the antediluvian world it was soon after, we are told in Biblical history that after the deluge Noah soon after become a husbandman and planted a vineyard and made wine. Vineyards became abundant and some of great magnitude in the days of the Patriarchs. The land of Canaan was productive of grapes of an enormous size as we are told that Caleb and Joshua bought a bunch of grapes supported on the shoulders of men, to testify of the fruitfulness of the land. Grapes in all countries and in all ages have been a favorite fruit with mankind, not only as a delicacy, but as an article of food, and to-day in most temperate climates grapes form a prominent article of food, often times eaten with bread, or dried as raisins, and in these countries from the fermented juice wines are made, which is supposed to be of all other liquors the most stimulating for the stomach and exhilarating for the spirits of man. The medical properties of the grape are numerous, but whether it has been productive of most good or most harm to man, will for ever remain one of those problems which the reasoning of man can never solve. It is, however, admitted that where we find evidence or remains of a high class of civilization you will also find the grape was cultivated and held in the highest esteem, even on our ancient works of art often to be seen as the emblem of fruitfulness and prosperity.

The longevity of the grape vine is wonderful, four and six hundred years being given by Pliny and Bosc as its ordinary age. The celebrated Burgundy vineyards are many of them four hundred years old, and many of those in Italy are still flourishing, and celebrated for their grapes and wines. One of the most beautiful sights I be held in the way of grapes, was to see the celebrated giant grape vine now growing at Hampton Court Palace, England, it is of the well known Black Hamburg variety, older than our declaration of independence and measuring nearly four feet in circumference, covering the space of over two hundred square yards, grown under glass, and supplying the Queen's table every year with nearly two thousand clusters of luscious grapes weighing on an average one and one-half pounds each. It takes the entire time of two men to care for this wonderful grape vine. As this paper was not intended for the experienced fruit grower but for amatuers and the young men, to whom we have to look for our future fruit growers and farmers, I have divided this subject namely: "What varieties to plant," "How to plant," and "How to treat them after they are planted."

WHAT VARIETIES TO PLANT.

I am a lover of good grapes and for many years have been delighted to grow them. I have experimented with numerous varieties, some well known varieties can be grown with success in some localities, will fail in others, one of the secrets of success is to procure varieties that are suitable to our section. The well known Catawba I cannot ripen to perfection, have therefore discarded it, and several other well known grapes simply because I have found that after several failures that they cannot be grown with success. And in order that those who may wish to plant grape vines after hearing this paper read I will tell them what varieties they should plant to be sure of success. At the head of my list I place the "Concord," it is one of the most popular grapes grown to-day in the country owing to its great vigor and never failing productiveness, in fact, it may be termed the grape for the millions. The "Worden," very similar in merits to the "Concord" but seen fruiting together is entirely different in many respects but an excellent grape. "Moore's Early" is a valuable variety. I find it hardy, productive and early, three valuable qualifications. The "Early Brighton" in color and form resemble "Catawba" but ripening earlier. Of "Roger's Hybrids" I have several of his best red grapes. I consider the "Agawam" (or No. 15) the "Salem," the "Lindley," the "Herbert" and "Wilder" should be in every garden. "Hartford prolific," "Bacchus," "Martha," "Pocklington," "Niagara," these I have growing and can be grown very successfully. There are many new varieties constantly being brought before the public, my advice is do not pay fancy prices for new varieties until they have been fully tested, great frauds are constantly perpetrated on the public by exhibiting plates of new grapes that only look well and mature in the fruit tree agents catalogue. Presuming that you have procured some or any of the varieties mentioned the next question to be considered is how to plant them.

HOW TO PLANT.

It seems but a simple matter with many but I have observed great ignorance displayed in the planting of a tree or grape vine. I have known instances of vines being bought at a big price and then carelessly planted, and should they fail to grow then the nurseryman is pronounced a fraud, when the cause is simply one of careless planting. When preparing young vines for planting I cut back to two eyes, cutting off about one third of the roots the object is to get a mass of short lateral roots instead of a few long ones, proceed to dig your holes not more than ten inches deep but be sure and have them wide enough, I then place a stake firmly in the centre of the hole and then place the vine in position carefully spreading out its roots in a manner that will not crowd one another, do not place your vine any deeper than it grew in the nursery, do not fail to add plenty of fertilizer in contact or near the roots, after placing a few inches of fine soil about the roots tread it firmly, then more earth and tread again. This firming the soil about the roots of what you plant is of vital importance. We have planted our vine we must now wait for the result. And here let me impress upon my hearers this fact that a grape vine can be grown in a very small space of ground. Many an unsightly corner can be utilized, or building hidden by the graceful grape vine. Indeed it seems almost certain that the grape vine will adapt itself to its location just as though it was endowed with sensibility and instinct, treat it kindly, and it will respond with luscious fruit, neglect it and the chances are it will die. The tendril of a grape vine will stretch out in the direction of support as desperately as a drowning man will reach for an oar or rope. Its roots will aim as directly for a wall, manure heap, or buried bones, as will a hungry dog for a dinner, as an illustration showing the value of this feature and how completely and easily it responds to the wants of man when intelligently directed, I will give you an example. A city gentleman, some years ago, had a small lot or yard filled with a few fruit trees that appropriated every ray of sunshine that managed to penetrate it, and he wanted some grapes. After a careful survey of the situation he concluded, by a little extra care, the vine may get a foot hold and sufficient nourishment from the same source as the trees did. The vine was planted and as it grew it was trained up by the side of the house in a single cane to the eaves of the second story, and given a trellis built from the gutter to the roof. An attic window in the roof gave access to the vine for pruning and gathering the fruit, and for years that vine responded annually with a bounteous crop of delicious fruit, a little ingenuity did it. Assuming our vines have started to grow and just as soon as the buds start, I select the strongest one rubbing off all others, as soon as sufficient growth has been made. I tie to the stake as it grows and pinch off all laterals as they appear to one leaf, by so doing all the strength of the vine is utilized to produce just the growth you want. At the expiration of the second year it now becomes necessary to decide what system you propose to adopt. Volumes have been written on pruning and training the vine. We have the Fuller, the Campbell, the Kniffer, Downing and a host of authorities. I have no opinion to offer respecting the two leading systems, stake or trellis, as both have warm advocates. However I would advise any parties who are interested in grape growing to procure an excellent little treatise on "Pruning and training the vine" by E. Williams of New Jersey, Sec. of the American Horticultural Society, being a practical grower of grapes. The reader will find much information and his methods for raising grapes are excellent. It matters not how you want to train your vines either on a plain post, or on the most elaborate trellis the grape will adapt itself to either, pruning will regulate the amount of fruit, you can prune for fruit or prune for shade, there are a few points for the novice to bear in mind they are very simple. Before you attempt to prune remember that as a rule, first, that all fruit grows on the new wood of last year's growth, in other words the wood of this year contain the bud which produce the fruitful canes of next year. That the tendency of the sap is to the extremity of the vine, that the straighter the cane the more rapid the growth and the strongest growth from a pruned cane will be found nearest the end. A most common sight is to see an old grape vine with the only bearing wood at the extremity of the vine from neglect in pruning. I have often been asked what shall I do with my grape vine it only bears a little fruit at the top of the trellis? As a last resort I would cut it right off even with the ground, the vine will in one season throw out new growth and the following season you will have better and finer grapes, and the vine will be ready for any kind of training, you wish to give it. The most common error with amatuers is leaving too much wood on the vine, the temptation to a large crop of fruit is one that few can overcome. The result is often times vines loaded with fruit that never ripen simply because the vine was allowed to bear more fruit than it could mature. However as a rule I find it safe to cut back the last years wood to two or sometimes three buds, much depends on the strength and vigor of the vine. By careful observation you will find that all varieties cannot be treated alike. The shy and slow growing Delaware require more gentle treatment than the vigorous "Agawam" or "Concord." Then we have summer pruning another method of regulating the growth of the vines; bear this in mind that when the leaves are well grown and even the grapes have began to form, you can cut off as you please any useless growth, by so doing you can direct the sap into developing fine clusters, by pinching back the shoots at one or two leaves beyond the last cluster of fruit. It will retard the flow of sap and retain it where it is needed for the full development of buds and fruit. Remove all imperfect clusters if you want to have some fine clusters. Put paper bags on them, you can allow your grapes to remain from four to six weeks longer on your vines. If you have not tried it do so and you will be surprised at the result. Let me urge those who have only a few vines more to plant out the coming spring, plant around your yards, about the stoop and piazza, there is something so home like about the vine. What more grateful or pleasing shade can you sit beneath? What more pleasing to the child as it comes hungry and thirsty from school? No fruit more refreshing and none more healthful. So well known have become the medicinal properties of the grape, that in some countries grape cures have been established in which disease in many forms have been successfuly treated. Not only are they thus beneficial, but a luxury that can be indulged in by poor as well as rich. If you do not want to grow grapes for profit, grow them for pleasure, you will seldom have more than you can use, only let me add in the words of Horace Greely "grow grapes and plenty of them."

A Bill for the Preservation and Protection of Public Land Forests.

WASHINGTON, January 27.—The session of the House was brief. There was no session of the Senate. Mr. White of New York, introduced a bill for the protection and administration of the forests on the public lands. Referred.

It withdraws from survey, sale, entry and disposal the unsurveyed lands, embracing natural forests and all public lands returned by the public surveys as timber lands; and provides for the appointment of a Commissioner of Forests, at a salary of $5,000 a year, and four Assistant Commissioners, who shall have the control of all the forest lands owned by the United States. It shall be the duty of the Commissioner of Forests to classify the forests and timber lands, and to determine what portion of those lands shall be permanently retained in reservation for climate and other economic or other public reasons, and what portion may be disposed of. Lands which are more valuable for agricultural than timber purposes shall be restored to homestead entry and sale. The cutting, removal or destruction of any timber in the forest lands owned by the United States is made a misdemeanor, punishable by fine and imprisonment, but the right is reserved to agriculturists and miners to take wood for domestic purposes.

It is a solemn hour with a rose lipped society bud when she begins to wonder vaguely how a moustache feels on the face.

A Doctor who speaks only one language may yet understand a great many tongues.

Clever Detectives Run Down a Gang of Train Robbers.

MEMPHIS, January 27.—For several years passenger trains in Texas, Missouri, Colorado and elsewhere have been held up by bands of masked men, who robbed passengers, express companies, mails, etc., and in many instances killed or wounded persons who were brave enough to defend property in their possession. The railroad, State and express authorities offered large rewards for the capture of the daring highwaymen, but without effect.

Early in December last a train on the St. Louis and Arkansas Railroad, near Genoa, Ark., was signaled by red lights, and the engineer brought it to a stop he was immediately confronted by revolvers in the hands of masked men, who compelled him to accompany them to the express car, which was forced open and soon despoiled of its most valuable contents, despite the resistance of the messenger in charge. The robbers fled to the woods, and soon after were pursued and overtaken by the Sheriff and posse, but after a running fight, in which many revolvers were emptied, the thieves escaped.

As this was the first successful attempt in many years to depredate upon the Southern Express Company, its officials, with the co-operation of President Fordyce, of the railroad company, immediately placed the matter in charge of Pinkerton's agency with directions to use every means to capture the gang. Detectives were sent to the scene, where was found a "slicker," or oil cloth coat. This garment was made in St. Louis, an investigation there elicited the names of store keepers in Arkansas and Texas who were purchasers of such goods. Each of the latter were visited in turn without result until a dealer in Waco, Texas, not only recognized the coat, but accurately described the man to whom it had been sold.

This clew, coupled with other circumstances, led to the arrest in the interior of Texas of a man named Brock, who was brought to Texarkana and there fully identified by the engineer of the "held up" train as the man who held a revolver to his head while going to the express car. As denial was useless Pinkerton's men then induced Brock to admit not only his participation in the affair, but also to reveal some much needed information.

As a result two men were arrested on Sunday last by the Chief of Police of Montgomery, Ala. One escaped. The other is James Burrows. Reuben Burrows, who escaped, did so by killing his pursuer. He is now hiding in a swamp. It now transpires that the prisoner, James Burrows, has been the organizer as well as leader in all the train robberies which have occurred for the past several years. James Burrows, heavily ironed, arrived here this morning from Montgomery, and left by connecting train for Texarkana in the custody of officers and General Superintendent M. J. O'Brien, of the Southern Express Company.

Waved the Red Flag.

WHAT THE FIERY SYMBOL OF ANARCHY MEANS IN VENEZUELA.

I was riding out the other day with a friend in an open carriage. Both of us were strangers in the city, and were going about the town driving ourselves rather than go poking along in one of the numerous but dirty cabs. The horses were passing leisurely along one of the main streets, and we were gazing at the girls as they passed us. Suddenly there appeared before us a man in uniform. He stood in the middle of the street and blew a "dog whistle," which first attracted our attention. Then he drew from under his arm a red flag and frantically waved it in the air. My friend pulled in his horses, and they came to a halt. We then noticed car-trucks on the streets running at right angles to the one we were on, and we thought at once that we had come to a railroad crossing, and that the authorities were most considerate in warning people of the danger; though we also thought it rather strange for a railroad train to run at a grade through the centre of the city.

We waited at least one minute and heard no whistle or indication of the approaching of a train, and would have moved on but for the official and his red flag. There we stood, waiting with anxiety for the train to dash past us, not knowing how the strange horses would take to an engine at full speed with a train of cars behind it. Finally, when we had almost lost all patience and wondered why the man did not let us go on, we heard something coming, and then the jingle of bells, and at last a little one-horse street car jogged around the corner, across the street and went its way up the thoroughfare!

I looked with astonishment at my friend and he looked at me. Then we burst out laughing for the whole thing was very ridiculous. Flagging us for a steet car to pass.—*Letter in N. Y. Sun.*

Wives and Daughters.

The attractions of literature and art have rarely been more happily combined than in the offer of the well-known Boston publishing house of Holman & Co., who, in return for the trifling sum of thirty-five cents, send their beautiful photo-etching of Munkacsy's world famous painting "Christ Before Pilate," and their elegant new illustrated monthly, *Wives and Daughters*, on a three month's trial subscription.

The picture is too well known to need description, its sale to John Wanamaker for $120,000 having been universally chronicled by the press, but a word of enthusiastic commendation of the new magazine may be allowed.

Wives and Daughters is an ideal production, of sparkling literary and artistic merit, filled with bright stories and charming poems from the pens of such authors as Miss Nora Perry, Mrs. Mary E. Blake, Mrs. Grace W. Oliver, Mrs Lavina S. Goodwin, Charles Richards Dodge, Miss Minnie C. Ballard, Miss Helen F. O'Neil, and a host of popular writers. Its illustrations are under the charge of Mr. Fred Webster. The publication is a marvel of good reading in attractive form at a phenomenally low price, and will be found thoroughly worthy of its dedication to pure womanhood. The publishers may be addressed at 2336 Washington street, Boston, Mass.

It Never Fails.

Marriageable young girls in Kansas make it a point to take up a land claim as the first step towards securing a husband. They have level heads. Any girl in the West with plenty of land can always land a husband.—*New Orleans Picayune.*

On the Outposts, 1780.

The way through the woods was deep in snow, and encumbered as they were with cattle, the party under Robertson made but slow progress, it being Christmas Day, 1779, before they arrived at their destination. They were not molested by the Indians, but suffered much from cold on the journey, for the winter was the most severe which had been known in a century. The ice in the Cumberland was thick enough to sustain the passage of animals, and it was not many days before the settlers had crossed over and begun on the bluffs which lined the southern bank the building of the fort and the few log houses which formed the nucleus of the future capital of Tennessee.

It was in the very heart of the wilderness, surrounded by nearly twenty thousand Creeks, Cherokees, Chotaws, and Chickasaws, all of whom were in alliance with Great Britain, which at that moment had overrun and all but subjugated the Southern colonies.

The stations erected, the settlers awaited in anxious suspense for the coming of their wives and children. The three months allowed for the voyage had expired, but no tidings had come from them, nor had the sound of their approach broke the stillness of the river solitudes. The anxiety about them soon became intense. Thus it was for a full month, and until the end of April. Then one morning at sunrise a solitary four-pounder echoed along the Cumberland, and in a few hours the little fleet of forty flat boats, canoes, and pirogues came to anchor under the walls of the fort, amid such rejoicing as never before was known in the wilderness.

It had been a voyage without a parallel in modern history. A thousand miles they had come, through a country infested with hostile Indians, in frail boats down rapid and perilous rivers never before navigated by white men. Their way had been through foaming whirlpools and over dangerous shoals thirty miles in extent, and they had endured the bitterest cold, and for many long days and nights been subjected to the constant and deadly fire of fifteen hundred Chickamaugas the most fierce tribe of savages on the American continent. Thirty-one of the company had been left by the way, butchered by the savages, and one had been taken prisoner.

Thus, amid ice and snow, and the intense cold of 1780—still noted as the coldest winter in American latitudes—was planted the first civilized settlement in the Mississippi Valley.—EDMUND KIRKE, in *Harper's Magazine for February.*

Two Little Questions

"Papa," she cried, "I want to see you."

"I am going out," he called back, "and am in a great hurry."

"But, papa" she persisted, "mayn't I ask you one question?"

"Yes, if you'll be quick."

"May I ask you two questions?"

"Yes, if you'll hurry."

"Well, papa," pursued the shrill tones from above, "I want to know how they make condensed milk and how Christ did His miracles."—*Providence Journal.*

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TRIAL LIST, FOR FEB TERM, 1888.

Ellen M. Chrisman vs. John Howell and R. D. Lacoe.
H F Brittain vs Effie A Rittenhouse and Thomas E B. Ittain.
Ira Hess vs John F Chapin
H E Hencock vs William Masteller.
Theodore F Craig vs Mahala Craig et al.
Mary E Heacock vs P & R R Co et al.
C W McKelvy et al vs C B Brockway.
Jona Doty's adm'rs et al vs John Sult.
Patrick Burns vs L A Riley & Co.
Curtis Mfg Co vs Clark I Thomas.
J H. Hoyt vs Borough of Berwick.
Franklin Yocum guardian vs William Zahner.
Mathias Kinter vs Charles Sandoval.
Daniel F Seybert vs Gideon Hosler.
J C Yocum vs Susan Brumbach.
Catawissa Depot Bank vs Isabella Weaver.
D. F. Seybert vs James F Sponenberg.
James Pollock vs W Vandersice.
James Bird vs Culp McWilliams & Co.
Maud A Hartman vs Wm F Wetliver.
Henry B Low vs John W Fairchilds.
S W Adams vs A B Croop.
M A Marble vs Borough of Berwick.
B F Gardner vs Bloomsburg S & E L Co.
Samuel Appleman exr vs C W Miller.
W E Tubbs et al vs Freeman McAfee.
Stephen Hutton vs J S Woods et ux.
A B Croop vs B B Low
Geo K Hess vs Edward Wagner.
D W Sponenberg vs Geo K Hess.
G S Heckentuine's use vs A A Wilson.
Geo W Murphy vs L A Riley & Co.

GRAND JURORS FOR FEBRUARY TERM, 1888.

Beaver—W A Dreisbach.
Benton—Joseph R Cole.
Berwick—Thomas B Taylor.
Bloom—H F Diefenbach, Jackson Hower, John Rinker
Catawissa—R B Gale.
Centre — Addison Schweppenheiser, Joseph Giger.
Conyngham—Frank Burgin, John Metzinger.
Greenwood—Lemon Black, Richard Kitchen, Jos. F. Lawson.
Hemlock—Daniel G Pursell.
Madison—George Lee.
Main—Wm H Messinger.
Mifflin—Daniel Boyer, Wm H Hartzel.
Orange—Joh Yocum.
Pine—Jud on Christian, John Hoss.
Roaringcreek—Wm Roach.
Sugarloaf—I B. Gibbons.

TRAVERSE JURORS FOR FEBRUARY TERM, 1888.

Beaver—Joseph Clingerman.
Benton—J L C Kline, John McHenry.
Berwick—Thomas B Hosie.
Bloom—John Shaffer, Robt Roan, Patrick Dillon, P H Freeze, Jacob Beers, John D Powell, Samuel Yetter.
Catawissa—Chas Heist, Phineas Winterseen, Hamilton F Clark Thos Hartman.
Centralia—Wm Darrah, Edward Reece, Daniel Dougherty.
Centre—Philip Harris, John E Shuman, Francis Hess.
Conyngham—Thos Nevin, John Purcell
Fishingcreek—Jacob Wenner, Martin Coleman.
Franklin—John Hoover.
Greenwood—John Neyhard, P D Black.
Hemlock—Chas Bomboy
Jackson—Augustus Everhart.
Locust—Amadius Billig.
Madison—Thos Gingles.
Montour—John N Gordon.
Mt Pleasant—Clark Beagle
Pine—Athness Whitmoyer.
Roaringcreek—Oliver Evans.

SECOND WEEK.

Beaver—C A Shuman.
Benton—J R McHenry, B G Case, Geo Roberts.
Berwick—Joseph Blank, Jonas Crisman, George Deputy.
Bloom—G S Robbins, O T Wilson, Geary Hower, B B Freas E M Kester.
Catawissa—Forest Yeager, S D Reinhard, Simon Roup, J B Yetter.
Centre—W F Price.
Conyngham—Michael Walsh, J A Miller.
Fishingcreek—Edward Carey, F P Bender, John Hess.
Franklin—Jacob Artley, Wesley Sheets.
Hemlock—A J Emmet, John S Neyhard.
Locust—Wellington Yeager, A P. Bitner, C S W Fox.
Main—J F Bauman.
Mifflin—Hiram Grover.
Mt Pleasant—Wm Bower.
Orange—Wesley Hutton.
Pine—Robt Potter.
Scott—S W Boone.
Sugarloaf—H F Harrington.

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DELAWARE, LACKAWANNA AND WESTERN RAILROAD.

BLOOMSBURG DIVISION.

STATIONS.	P M	P M	NORTH. A. M.	A. M.
NORTHUMBERLAND	5 40	1 35	10 10	6 15
Cameron	5 55	...	10 25	6 30
Chulasky	6 00	...	10 29	6 34
Danville	6 08	1 58	10 36	6 40
Catawissa	6 25	2 14	10 53	6 58
Rupert	6 30	2 19	11 00	7 05
Bloomsburg	6 36	2 24	11 07	7 12
Espy	6 42	2 29	11 15	7 20
Lime Ridge	6 50	...	11 22	7 27
Willow Grove	6 54	...	11 26	7 31
Briarcreek	6 58	...	11 30	7 35
Berwick	7 05	2 48	11 37	7 42
Beach Haven	7 11	2 54	11 44	7 49
Hick's Ferry	7 18	2 59	11 48	7 55
Shickshinny	7 30	3 09	11 58	8 06
Hunlock's	7 43	3 19	12 08	8 17
Nanticoke	7 50	3 26	12 16	8 29
Avondale	7 54	...	12 20	8 33
Plymouth	7 59	3 35	12 25	8 38
Plymouth Junction	8 03	3 39	12 30	8 38
Kingston	8 06	3 43	12 37	8 45
Bennett	8 12	...	12 41	8 49
Maltby	8 17		12 45	8 53
Wyoming	8 22	3 52	12 50	8 58
West Pittston	8 27	3 56	12 55	9 03
Pittston	8 33	4 01	1 00	9 00
Lackawanna	8 40	...	1 11	9 17
Taylorville	8 48	...	1 19	9 25
Bellevue	8 54	...	1 25	9 30
SCRANTON	9 00	4 22	1 30	9 35
	P M	P M	P M	A M

STATIONS.	A M	A M	SOUTH. P M	P M
SCRANTON	8 10	1 50	2 05	6 20
Bellevue	8 12	1 55	...	6 25
Taylorville	8 20	10 00	2 14	6 30
Lackawanna	8 28	10 08	2 21	6 37
Pittston	8 36	10 16	2 26	6 45
West Pittston	8 42	10 22	2 34	6 50
Wyoming	8 47	10 27	2 39	6 55
Maltby	8 51	10 30		6 59
Bennett	8 55	10 34	2 47	7 03
Kingston	8 58	10 38	2 50	7 07
Plymouth Junction	7 05	10 42	2 54	7 12
Plymouth	7 10	10 47	2 59	7 16
Avondale	7 14	10 51	3 03	7 21
Nanticoke	7 19	10 55	3 06	7 25
Hunlock's	7 26	11 02	3 19	7 43
Shickshinny	7 47	11 12	3 29	7 5
Hick's Ferry	7 55	11 22	3 39	8 07
Beach Haven	8 01	11 28	3 45	8 13
Berwick	8 07	11 37	3 51	8 20
Briarcreek	8 13	...	3 57	8 27
Willow Grove	8 16	11 48	4 01	8 31
Lime Ridge	8 20	11 52	4 05	8 35
Espy	8 26	11 59	4 12	8 41
Bloomsburg	8 32	12 05	4 18	8 47
Rupert	8 37	12 10	4 24	8 52
Catawissa	8 2	12 15	4 29	8 57
Danville	8 57	12 30	4 46	9 15
Chulasky	9 03		4 54	9 23
Cameron	9 07	12 40	5 00	9 28
NORTHUMBERLAND	9 22	12 55	5 15	9 45
	A M	P M	P M	P M

Connections at Rupert with Philadelphia & Reading Railroad for Tamanend, Tamaqua, Williamsport, Sunbury, Pottsville, etc. At Northumberland with P. & R. div. P. R. R. for Harrisburg, Lock Haven, Emporium, Warren, Corry and Erie.

W. F. HALSTEAD, Gen. Man. Scranton, Pa

Pennsylvania Railroad.

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

TIME TABLE.

In effect JAN. 25 1888. Trains leave Sunbury

EASTWARD.

9.40 a. m., Sea Shore Express (daily except Sunday), for Harrisburg and intermediate stations, arriving at Philadelphia 3.15 p. m.; New York, 6.40 p. m.; Baltimore, 6.40 p. m.; Washington 8.50 p. m., connecting at Philadelphia for all Sea Shore points. Through passenger coach to Philadelphia.

1.43 p. m.—Day express daily except Sunday), for Harrisburg and intermediate stations, arriving at Philadelphia 6.50 p. m.; New York, 9.35 p. m.; Baltimore 6.45 p. m.; Washington, 7.45 p. m. Parlor car through to Philadelphia and passenger coaches through to Philadelphia and Baltimore.

7.45 p. m.—Rehoboth Accommodation (daily) for Harrisburg and all intermediate stations, arriving at Philadelphia 4.25 a. m.; New York 7.10 a. m. Baltimore, 3.15 a. m.; Washington 6.05 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.

2.50 a. m.—Erie Mail (daily except Monday), for Harrisburg and intermediate stations, arriving at Philadelphia 8.25 a. m. New York, 11.30 a. m.; Baltimore 8.15 a. m.; Washington, 9.30 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.

5.10 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 Rochester and intermediate stations.

12.52 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.

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

9.20 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 9.30 a. m. with through sleeping car from Philadelphia to Williamsport.

News Express leaves Philadelphia 4.30 a. m. 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, 12.52 p. m., with through Parlor car from Philadelphia and through passenger coaches from Philadelphia and Baltimore.

Fast Line leaves New York 9.00 a. m.; Philadelphia, 11.50 a. m.; Washington, 10.00 p. m.; Baltimore, 10.45 a. m., (daily except Sunday) arriving at Sunbury, 3.30 p. m., with through passenger coaches from Philadelphia and Baltimore.

Erie Mail leaves New York 8.00 p. m.; Philadelphia, 11.35 p. m.; Washington, 10.00 p. m.; Baltimore, 11.20 p. m., (daily except Saturday) arriving at Sunbury 5.10 a. m., with through Pullman Sleeping cars from Philadelphia, Washington and Baltimore and through passenger coaches from Philadelphia.

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

(Daily except Sunday.)

Wilkesbarre Mail leaves Sunbury 9.35 a. m. arriving at Bloom Ferry 10.46 a. m.; Wilkes-barre 12.15 p. m.

Express East leaves Sunbury 5.35 p. m., arriving at Bloom Ferry 6.36 p. m., Wilkes-barre 7.55 p. m

Sunbury Mail leaves Wilkesbarre 10.25 a. m. arriving at Bloom Ferry 11.34 a. m., Sunbury 12.45 p. m

Express West leaves Wilkes-barre 2.50 p. m., arriving at Bloom Ferry 4.19 p. m.,