BUREAU SOUTHERN NEWS,) Pine Bluff, N. C.

It is likely that no crop on the face of the globe, certainly, not in the United States, receives more anxious care and attention than the cotton crop. If the crop does well it draws large States, and not only benefits the South

The cotton is planted from the 1st the plants are two weeks old it is thin- not command as high prices. ned out by "chopping" or cutting a slice from the top of the row eight inches wide taking with it all the cot-ton sprouts in the eight inch space work for the best hands.

Our fields have been brought to a on the America Continent. stand, we leave the cotton to grow for a while and look a little to the foes of the crop. First the cold weather in the spring, may delay planting too long; or cold weather after it comes up may discolor it, or late frosts nip it. Too or sickly woman to pass in ease and much rain in June may allow the grass safety from the icy atmosphere of to get ahead of the cotton by preventing proper cultivation of the land. April. It is the best of spring medi-The most destructive living foe is the cotton caterpillar. The Hon. Gerald McCarth, State Botanist of North Carolina, treats this as follows:

THE COTTON CATERPILLAR.

This much dreaded pest of the cot-ton field is less troublesome in North Carolina than in States further South.

The cotton moth is a tropical species, introduced into the Southern States from South America in or about 1793. The damage caused by this pest since its introduction almost exceeds belief. During the two de-cades from 1860 to 1880, competent authorities estimate the average annual damage at \$20,000,000. During bad worm years Texas has lost from this source alone \$9,400,000; Missis-sippi, \$6,000,000; Alabama, \$4,700, 000 ; Louisiana, \$4,500,000 ; Georgia, \$4,000,000; Arkansas, \$1,300,000; South Carolina, \$500,000; Tennessee and North Carolina, \$350,000 each. The cotton moth passes the winter

in the perfect or winged state. But, being a tropical species, it is unable to withstand the winter temperature north of the latitude of Savannah and Vicks burg. At the commencement of cold weather all the moths found north of that latitude die; of those found south of the line some few survive, hidden it, cracks and corners of gin houses, to propagate the species anew each

picker's basket. The eggs usually hatch in two or three days and the young caterpillars at once begin to eat. The first few days they confine themselves to the underside of the leaves, but eventually eat through or "rag' the leaf and appear on the upper sides. The caterpillar grows rapidly and eats voraciously for about 20 days. It then by means of silk threads, webs itself up into a leaf and remains dormant for a weck or ten days. At the end of this period it comes forth as the perfect or winged moth. Within thirty-six hours after issuing the moths have paired and the female begins to lay her eggs for the next brood. The number of broods varies from two in North Carolina to six or more in Tex-

The cotton resembles the buckwheat plant when it first appears above ground and for several weeks thereafter, but when fully matured it has the appearance of a small tree or large shrub. It's average height is three feet but sometimes it grows to a height of eight feet.

Cotton commences blooming in June and continues to bloom until September, and ripens from the 1st of July until the 1st of December.

A field of full open cotton resembles a great snow bank it is so white and beautiful.

Cotton is gathered by hand. No machine has yet been invented that has been a success in gathering cotton and I doubt if any machine will be invented. A smart quick cotton pick-

er can gather two hundred and fifty pounds a day and make one dollar and twenty-five cents as the usual price for gathering is fifty cents per hundred pounds.

When gathered, the cotton is carried When gathered, the cotton is carried to the gin house where the seed is separated from the lint which is packed into bales weighing from 450 to 600 pounds. It is then ready for market and can be sold for cash at any town or railroad station as there are cotton buyers wherever there is a second to be sold for cash at any town or railroad station as there are cotton buyers wherever there is a second for the benefit of their Churches or Aid Societies, thus you can earn a fine Pulpit Lamp, and many other useful articles for your Church or Sunday School.

You had better write them for full parties

Children Cry for Pitcher's Castoria.

town of a hundred or more popula-

Good cotton land will yield an income of twenty dollars per acre, and under the best of care and good manuring the net income above all expenses can be increased to forty dol-

lars per acre. The finest upland cotton soil is amounts of money to the United found on the Carolina Central Rail- THE TIMES is the most extensively way in North Carolina. It is a soil but the entire Union; and for this composed of decomposed granite rock reason the culture of cotton should be and requires little manure or fertilicomposed of decomposed granite rock an interesting subject to every Ameri. zer. This kind of soil is also good grain and grass land. Similar soil is also found in the States of South Caroof April to the 1st of may in drills or lina and Georgia, but the quality of rows about three feet apart. When cotton grown upon these soils does

As cotton enters largely into al most every variety of manufactured fabrics, its culture is destined to grow as the population and civilization of leaving a few plants between each the world is extended; and the people of the United States should do all brought to a stand. That is, the fields in their power to improve the conare plowed, all grass and all plants dition of the cotton lands of the Uni-more than needed chopped out. To bring one acre to a stand, is a day's from foreign nations to the United States is of advantage to every citizen

JNO. T. PATRICK.

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AFTER NOV. 19, 1893.

Trains I ave Bloomsburg as follows: Sindays Trains I ave Bloomsburg as follows: Sindays excepted:)

For New York, Philadelphia, Reading Ports ville, Tamaqua, Etc., 11.15 a. m., 3.15 p. m. Sunday, 7.55 a. m., 4.28 p. m. Por Panville and Million, 7.15 a. m., 3.32. Sunday, 7.59 a. m., 4.28 p. m. ror Catawissa 7.45, 11.15 a. m., 12.15, 3.15, 5.00, 6.20, p. m. Sunday, 10.29 a. m., 7.55 p. m. For Rupert 7.45, 11.15 a. m., 12.15, 3.15 a. 6. 3.3, p. m. Sunday 7.59, 10.20 a. m., 4.28 7.62 p. m.

too, 6.30, p. m. Sunday 7.59, 10.20 a. m., 4.28
7.02 p. m.
Trains for Bloomsburg
Leave New York via of Philadelphia 8.60 a.
m., and via Easton 8.45 a. m.
Leave Pottaville 12.50 a. m.
Leave Reading 11.50 a. m.
Leave Pottaville 12.50 p. m.
Leave Tamaqua 1.20 a. m.
Leave Williams: ort 9.25 a. m., 4.25 p. m. Sunday, 8.00 a. m., 4.25 p. m.
Leave Williams: ort 9.25 a. m., 4.25 p. m. Sunday, 7.45 a. m., 4.25 p. m.
Leave Gatawissa 7.00, 8.90 a. m. 1.30, 3.18, 6.10
Sunday, 7.45 a. m., 4.25 p. m.
Leave Rupert 7.05, 8.97, 11.34 a. m., 1.37, 1.7, 1.90. Sundays, 7.53, 10.13 a. m.
Leave Rupert 7.05, 8.97, 11.34 a. m., 1.37, 1.7, 1.90. Sundays, 7.53, 10.13 a. m.
Leave Rupert 7.65, 8.97, 11.34 a. m.
Leave Rupert 8.90, 8.90 a. m. 1.37, 1.37, 1.37, 1.39, 1.30 a. m.

FOR ATLANTIC CITY.

Weekdays—Express, 9.00, a. m., 4.00, 5.00 p. m Accommodation, 8.00 a. m., 5.45 p. m. Suedays—Express, 9.00 a.m., Accomodation, 8.00 a. m., and 4.30 r. m. Returning leave Atlantic City Depot, corne-Atlantic and Arkaness avenues. Weekdays Express, 7.20, 8.30 a.m., and 4.00 p. m. Accom-modation, 8.10 a. m., and 4.30 p. m.

Sundays.—Express, 4.00, 5.15 p. m. Accom-nodation, 7.15 a. in., and 4.15 p. in. Parlor Cars on all Express trains. I. A. SWEIGARD, C. G. HANCOCK, Pres. & Gen'l Superintendent. Gen'l Pass. Ag

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RAILROAD TIME TABLE

THE TIMES DELAWARE LACKAWANNA &

WESTERN RAILROAD. BLOOMSBURG DIVISION.

THIS MORNING?

STATIONS.

NORTH.

NORT A. M. P. M. P. M. P. M. P. M. A. M. P. M. STATIONS. SCHANTON

| Connections at Hupert with Pulse Page | Pa

Connections at Rupert with Philadelphia & Reading Railroad for Tamanerd, Tamaqua, W Hamsrort, Sunbury, Pottsville, etc. At Northumberland with P. & E. Div. P. R. R. for Harrisburg, Lock Haven, Emporium, Warren, Corry and Erie.

W. F. HALLSTEAD, Gen. Man., Scrauton, Pa.

Pennsylvania Railroad. P. & R. R. R. DIV. AND N. C R'Y

In effect Dec, 31, 1893 Trains leave Sunbury EASTWARD.

EASTWARD.

2:48 a. m. Train 14 (Daily except Sunday) for Harrisburg and intermedia's stationa arriving at Philadelphia 3:90 p. m.; New York 5:51 p. m.; Maltimore, 2:19 p. m.; Washington 4:30 p. m.; Maltimore, 2:19 p. m.; Washington 4:30 p. m.; Passenger coaches 'o Philadelphia statimore. Parior car to Philadelphia at 1:55 p. m. Train 8, (Daily except Sunday.) for Harrisburg and intermediate stations, arriving at Philadelphia at 6:50 p. m.; New York, 10:58 p. m.; Baltimore 7:21 p. m.; Washington 5:37 p. m. Parior cars to Philadelphia and passenger coaches to Philadelphia and Baltimore.

5:25 p. m. Train 12 (Daily except Sunday) for Harrisburg and intermediate points, arriving at Philadelphia 11:15 p. m. New York 3:53 a. m.; Baltimore 10:40 p. m., Passenger coach to Philadelphia 11:15 p. m., Passenger coach to Philadelphia 11:15 p. m., Passenger coach to Philadelphia and Septing car from Harrisburg at Philadelphia and New York. Philadelphia passengers can remain in sleeper undisturbed until 7 a. m.

1:50 a.m.-Train 4 (daily) for Harrisburg and intermediate stations, arriving at Philadelphia 8:50 a. m., New York 23 a. m., weekdays 10:35 a. m., Sunday. Baltimore 8:20 a. m. Washington 7:40 a. m., Pullman Sleeping cars to Philadelphia and Baltimore.

4:38 a. m.—Train 16 (Daily.) for Harrisburg and intermediate stations arriving at Baltimore.

4:38 a. m.—Train 16 (Daily.) for Harrisburg and intermediate stations arriving at Baltimore.

4:38 a. m.—Train 16 (Daily.) for Harrisburg and Intermediate stations arriving at Baltimore.

4:38 a. m.—Train 16 (Daily.) for Harrisburg and Intermediate stations arriving at Baltimore.

WESTWARD.

WESTWARD.

1:35 a. m.—Train 9 (Daily except Sunday) for Canandalgua, Rochester. Buffaio and Niagara Falls, with Puliman sleeping cars to Buffalo and passenger coaches to Rochester.

5:13 a. m.—Train 3 (Daily.) for Erie. Canandat gua and intermediate stations, Rochester, Buffaio and Niagara Falls, with Puliman palace cars to Erie and Elmira and passenger coaches to Brie and Rochester.

9:56—Train 15 (Daily.) for Lock Haven and intermediate stations.

1:35 p. m.—Train 11 (Daily except Sunday) for Rane, Canandatgua and intermediate stations, Rochester, Buffaio, and Niagara Falls with through passenger coaches to Kane and Rochester and Farior car to Rochester.

5:44 p. m.—Train 1, (Daily except Sunday) for Renovo, Raiston and Intermediate stations.

9:25 p. m.—Train 13 daily for Williamspert and Intermediate stations.

THROUGH TRAINS FOR SUNBURY FROM THE EAST AND SOUTH.

Train 15—Leaves New York, 12:15 night, Philiaday in the parts.

Train 15—Leaves New York, 12:15 night, Phila-delphia 4:20 a. m., Baltimore 4:40 a. m., Harris-burg, 8:15 a. m., daily arriving at Sunbury 9:56 burg, 8:16 a. m., daily arriving at Sunbury 2:5e a. m.

Train 11—Leaves Philadelphia 8:50 a. m., Washington 7:50 a. m., Baltimore 8:45 a. m., (daily except Sunday) arriving at Sunbury, 1:35 with Parlor ear from Philadelphia and passenger coaches from Philadelphia and Baltimore.

Train 1—Leaves New York 9:00 a. m., Philadelphia 12:5 p. m., Washington 1:95 a. m., Baltimore 19:00 noon, (daily except Sunday) arriving at Sunbury 5:59 p. m. with passenger coaches from Philadelphia and Baltimore.

Train 13 leaves New York 2:10 p. m., weekdays 2:00 p. m., Sunday, Philadelphia 4:40 p. m. weekdays, 4:30 p. m. Sunday. Philadelphia 4:5 p. m., Raitimore 4:12 p. m. daily, arriving at Sunbury 9:25 p. m. Through Coach and Parlor car from Philadelphia.

Train 8 leaves New York 6:00 p. m., Philadelphia 8:50 p. m., Washington 7:10 p. m., Baltimore 8:15 p. m., arriving at Sunbury, 1:35 a. m. weekdays, with Pullman sleeping cars and passenger coaches from Washington 10:40 p. m. Philadelphia 11:30 p. m., Washington 10:40 p. m., Philadelphia 11:30 p. m., Washington 10:40 p. m., Philadelphia 11:30 p. m., Washington 10:40 p. m., Ealtimore 11:40 p. m., Washington 10:40 p. m., Ealtimore 11:40 p. m., Washington 10:40 p. m., Ealtimore and passenger coaches from Philadelphia and Baltimore.

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

(Daily except Sunday')
Train 7 leaves Sunbury 10:00 a. m. arriving at Bloom Ferry 10:48 a. m., Wilkes Barre 12:10 p. m. Hszleton 12:15 e. m., Pottsville 1:25 p. m.
Train 11 leaves Sunbury 5:47 p. m. arriving at Bloom Ferry 6:33 p. m. Wilkes-Barre 5:00 p. m. Hszleton 7:55 p. m. Pottsville 9:05 p. m. Pottsville 9:05 a. m. Pottsvil

SUNDAY TRAINS.

Train 7 leaves Sunbury 10.00 a. m., arriving at Bloom Ferry 10:48 a. m., Wilkes-Barre 12:10 p. m, Train 26 leaves Wilkes-Barre 4:40 p. m., arriv-ng at Bloom Ferry 6:03 p. m., Sunbury 7:00 p, m. J. R. WOOD, Gen. Pasa, Agt

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