A Famous Sea-Fight. BY NOAH BROOKS

When I was a small youngster, years ago, we boys used to be told thrilling ago, we boys used to be told thrilling stories of what was called "The Last War." In these later days, we have had a war on our own soil, which let us leave the later days are formed which are infested by insects. hope, the last war that we shall ever be engaged in as long as the American Republic lasts. But boys of an older generation than this knew "The Last War" to be between the United States and Great Britain, now generally called "The War of 1812." Happily, though the contest was not a long one, Americans can look with pride at the American navy of that period. The names of Bainbridge, Hull, Decatur, Porter, Perry, and many other gallant sailors, will be remembered as long as the traditions of the United States navy en-

In 1813, the frigate "Essex," com-manded by Captain David Porter, after committing such havoe on the British marine of the Atlantic coast of South had resolved to strike out into a new of war, he swooped down upon the British merchantmen and whalers, caus-

1814, the frigate, accompanied by a chocolate of commerce are prepared.
small craft called the "Essex Junior,"
The fruit is, when ripe, gathered by Americans. So, when two British menof-war, the "Phæbe" and the "Cherub," entered the port, it was tolerably certain that there would be a fight, should the "Essex" dare to put out to sea.

kept a very close watch on the Amerians, sailing up and down the coast,

225 men, and her arment consisted of twenty-six thirty-pounders and six long twelve pounders. The "Essex Junior," which took no part in the fight, had twenty guns and sixty men. Nevertheless, Porter resolved that he would never surrender as long as he had men enough to work his guns; and right manfully did he hold to his resolutions.

The Phæbe" opened fire at four for injuries that have been caused by

o'clock in the afternoon, being then the negligence of a co-employe has nearly dead astern of the disabled been carried to a great length by the "Essex." The long eighteens of the Court of Appeals in a decision render-Englishmen did great damage on board ed in the suit of William L. Harvey, the "Essex," which, notwithstanding executor, etc., against the New York her disadvantage, returned the fire with Central and Hudson River Railroad gallantry and spirit. The "Cherub," Company. The action was brought then on the starboard bow of the "Es-by the plaintiff to recover for the kill-

upon the American frigate, being on her starboard quarter, and poured into her a fire so galling that the spars and rigging of the doomed ship were soon in a tangle of wreckage. Porter slip ped his cable, and, hoisted his flying-jib, bore down upon the enemy poor. jib, bore down upon the enemy, pour-ing broadsides into them as the ship ing broadsides into them as the ship slowly drifted. The "Cherub" was driven off for a second time, and the "Phœbe" retired out of the reach of the guns of the "Essex," but near enough to worry her with her long range ord nance. After two hours of fighting, After two hours of fighting, Porter tried to run his vessel ashore, to prevent her falling into the hands of the enemy; but a change of wind prevented, him, and he anchored once vented, him, and he anchored once more, making fast a sheet-anchor with

Very shortly after, the hawser parted, and, to increase the trials of these de termined heroes, the ship took fire below deck. In his extremity, Captain porter told his men to save themselves as best they could. Some threw themselves into the sea and swam to shore, some were drowned, and many were picked up, while clinging to bits of wreck, by the boats of the enemy. But a larger part of the crew staid by the ship, and continued firing into the enemy, in the midst of the smoke and flames. Finally, the fire was partly duties of his position at the time he subdued, and men enough to work two was employed, he had ample opportuof the long twelves kept up a brisk nity before the accident to quality him-self; that it was of no consequence

Only seventy-five men were left to do duty, the remainder being killed, wounded, or missing. So, after an engagement had lasted two hours and a half. Porter with a serventyl had been supported by the readjust the switch, that therefore a half, Porter with a sorrowful heart, a half. Porter with a sorrowful heart, the primary cause of young Harvey's death was the negligence of a co-emwreck of the gallant "Essex" was surploye, for which the master was not rendered to the foe. The British lostfour killed and seven wounded on the "Phobe," and one killed and three wounded on the "Cherub." Both ships were badly crippled, their sails and rig-ging being riddled, and the "Phwbe" of Parker's Hair Balsam.

had received eighteen shots below water-line from the long twelves of the "Essex." Thousands of spectators crowded the shores to gaze on the bloody encounter. The Spanish Vice on the part of their owners to provide

American cause. But the heroic defense of the "Essex," in which officers and men who vied with one another in and men who vied with one another in a determination not to give up the ship, fired with fresh enthusiasm all who heard the story of their brave and obstinate fight. And, when the young people of this republic shall celebrate once more the deeds of the patriotic defenders of the America Republic, let them give a hearty cheer for David Porter and his crew.

are kept should be well supplied with water, not only for drinking but for cooling purposes. If there are no natural streams or ponds there should be pools made in which they can wallow if they desire. They should have plenty of grass and other green food, as well as sour milk and slops. Corn and other heating articles of food should be fed sparingly. Cooling shade is essential to the comfort and well being of hours.

## Cocoa and Chocolate.

Probably few of our readers, while America, sailing boldly around Cape drinking these favorite beverages, have Horn into the Pacific Ocean. Porter ever thought to ask how the plant producing them grows. Yet its culture field of operations, and carrying into the Pacific the first American flag that had floated from the mast-head of a man-but of other portions of tropical South America.

The cocoa (Theobroma cacao)-the ing tremendous consternation. Nobody had dreamed that the Yankees would dare to send a man of war into this distant sea, and the British frigates were making things very uncomfortable for the few American merchantmen conservation. the few American merchantmen engaged in the Pacific trade. The arrival of the "Essex" soon changed all of that. Within a year she had captured four thousand tons of British shippings, and least four heartest property of the state of the st had taken four hundred prisoners. She may be said to have subsisted upon the enemy, as the vessel was not only supplied with everything needed for repairs, rigging, ammunition, clothing, and provisions, taken from the enemy's captured ships, but the men were paid with money found on board of one of to one hundred seeds, we have never Orders were given that the "Essex" been able to find one containing fifty; must be destroyed, at all hazards, by any British man-of war that should be These seeds are embedded in a white, fortunate enough to catch her. But the American frigate was fleet, and difficult to catch. Finally, in February, from these seeds that the cocoa and from these seeds that the cocoa and

small craft called the "Essex Junior," The fruit is, when ripe, gathered by a cruiser made over from one of the hand, and broken transversely by a prizes captured from the British by Por-ter, cast anchor in the harbor of Val-is taken out, and is either left for a day paraiso, Peru. The Peruvian Government was not then independents. Peru. into a "tipici" and pressed almost dry; being a province of Spain. But Valps-it is then dried from one to three days raiso was a neutral port, although the people of Peru, and the Spanish, also, were somewhat unfriendly to the work, about eight feet long, with a work, about eight feet long, with a diameter of about ten inches; the top is open, and at each end there is i loop; the tube is filled with any substance to be pressed, hung upon a peg or branch by the upper loop, while a The Englishmen had the redoubtable lever, upon which a woman sits, is in-"Essex" and her little consort in a trap. For six weeks, the two British vessels contracts, and the juice runs out through the interstices.

The juice running from the "tipici" just outside of the entrance to the har-bor. Finally, on the 28th of March, cocoa," and is a most refreshing and Captain Porter trusting to outsail either of the British vessels, and drew them away, so that the "Easex Junior" might escape, set sail and drew out of the anchorage. In doubling a headland at the entrance of the harbor, the "Essex" boiling, however, fermentation is was struck by a squall, which carried away her maintopmast and several men. the wine is lost. It is almost worth a Captain Porter returned toward the voyage across the Atlantic to drink roadstead, and anchored three miles the wine of cocoa in its freshness from the town and about the distance This drink is very healthy, and one of a pistol shot from the shore. The "Phœbe" and the "Cherub" had had been exchanging signals, and it was evident that they ment to attack, although the vessels were all in neutral waters.

The "Pheœbe" carried thirty long eighteen-pounders and sixteen thirty-two pound carronades for her armament, besides seven small grays in her text. besides seven small guns in her tops. flavored brandy is distilled. The She also had 320 men, all told. The busks contain a large amount of potash, "Cherub" carried twenty eight guns of and are burned to yield a lye which is various caliber and 180 men. To meet this formidable force the "Essex" had ties of the Cocoa fruit are annually de-

## No Excuse for Neglig ence-

The principle of law that relieves an then on the starboard bow of the "Essex," next opened fire also, but was driven off by the guns of the Americans. Three of the long twelve-pounders of the "Essex" were then got out astern, and played upon the "Phœbe" with such terrible effect that she, too, was hauled off for repairs, many of the shot having struck below the water-line.

Both the British vessels now closed upon the American frigate being on the sixty years old; that he was more than sixty years old; that he little skill, and that when the accident tion with a friend, and, while thus en trial the justice non-suited the plaintiff The general term granted a new trial, holding that the question should have been submitted to the jury as to whether the company was negligent in employing an incompetent man or an insufficient number of men to care properly for the switches. On the second trial the jury gave the plaintiff a verdict for \$3,000, and this was sustained by the general term. The Court of Appeals has now set aside the judgment of the lower courts, Judge Tracy writing the opinion. It is held that even if the switchman was not fully qualified to perform the

> hable.-New York Tribune. Faded hair recovers its youthful

Effect of Heat on Hogs.

Pigs generally gain very little during Thus ended one of the most remark-nble naval engagements of modern times. It ended in disaster to the vided for rendering the animal as cool sparingly. Cooling shade is essential to the comfort and well being of hogs during the hot days of summer. Far mers who have the advantage of groves and forests located on the banks of streams and rivers, or on the shores of lakes, generally have little trouble dur-ing the summer. The ground protected by the trees and bushes remains cool and moist even when that exposed to the rays of the sun is parched and hot. The streams and ponds afford water for drinking and bathing. The hog is a cleanly animal when it is allowed a tair chance. If a hog pasture contains no natural shade or water they should be provided. Water can be conducted through pipes from springs and wells at a small expense and made to supply pools and watering troughs. Shades can be afforded by planting trees or erecting sheds covered with straw or run-DRUGGIST'S TESTIMONY. \*

H. F. McCarthy, druggist, Ottowa, Ont., states that he was afflicted with chronic bronchitis for some years, and was completely cured by the use of Thomas' Eelectric Oil.

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Many others started nostrums put up in similar style to H. B., with variously cunningly devised names in which the word "Hop" or "Hops" were used in a way to induce people to believe they were the same as Hop Bitters. All such pretended remedies or cures, no matter what their style or name is, and especially those with the word "Hop" or "Hops" in their name or in any way connected with them or their name, are imi-

tations or counterfeits.

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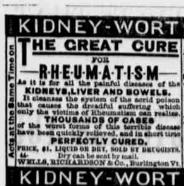
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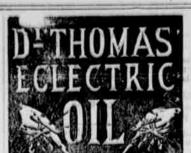
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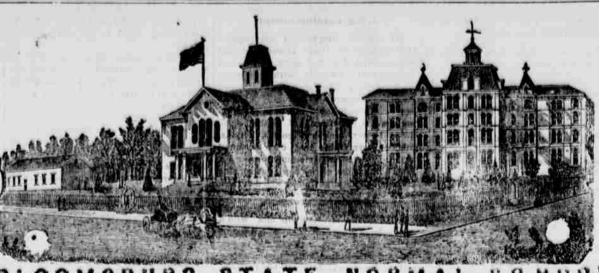
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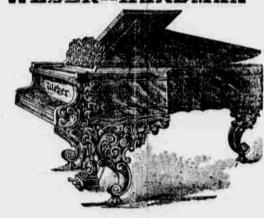
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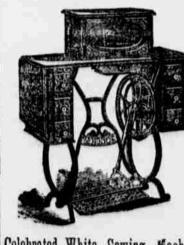
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RAILROAD TIME TABLE

Philadelphia and Eric Ratiroad Division and orthern Central Ratiway. SUMMER TIME TABLE. In effect June 5th, 1882, trains leave Northum-

BASTWARD,

9.25 a. m.—Sea Shore Express for Sunbury, Harrisburg and Intermediate stations, Lancaster, Philadelphia, New York, Baltimore and Washington, arriving at Philadelphia 5.20 p. m.; New York, 6.15 p. m. Haltimore, 5.10 p. m.; New York, 6.15 p. m. Haltimore, 5.10 p. m.; New Hork, 6.15 p. m. Haltimore, 5.10 p. m.; New Hork, 6.15 p. m. Haltimore, 5.10 p. m.; New Harrisburg and intermediate stations, Lancaster, Philadelphia, New York, Baltimore and Washington, arriving at Philadelphia 7.35 p. m.; New York, 16.35 p. m.; Baltimore, 7.30 p. m.; Washington, 8.4 p. m.; Puliman Parior car through to Philadelphia and passenger coaches through to Philadelphia and Baltimore.

S.65 p. m.—Williamsport Accommodation for Sunbury, Harrisburg and all intermediate stations. Lancaster, Philadelphia and New York, arriving at Philadelphia 1.55 a. m.; New York 6.15 a. m. Siceping car secommodations can be secured at Harrisburg for Philadelphia and New York, Philadelphia passengers can femain in siceper undisturbed until 7 a. m.

1.55 a. m.—Eric Mail for Sunbury, Harrisburg and intermediate stations, Lancaster, Philadelphia, New York, Baltimore and Washington, arriving at Philadelphia 7.50 a. m.; New York, 1.15 a. m. Baltimore 7.45 a. m.; Washington, 9.10, 9.17 a. m. Through Puliman sleeping cara are run on this train to Philadelphia, Baltimore and Washington, and through passenger coaches to Philadelphia and Baltimore.

WESTWARD, BASTWARD,

8.55 a. m.—Eric Mall for Eric and all intermediate stations with through Pulman Palace car and through passenger coaches to Eric.

For Canandaigua and Intermediate stations, Rochester, Burnio and Niagara Falls, with Pullman Palace car and passenger coaches through to Rochester.

1.46 p. m.—Niagara Express for Kane and intermediate stations with through passenger coaches to Kane. For Canandaigua and principal intermediate stations, Rochester, Euflaio and Niagara Falls with through parior car to Watkins and through passenger coaches to Rochester.

5.25 p. m., Fast lime for Lock Haven and intermediate stations, with through passenger coaches to Watkins.

THROUGH TRAINS FOR NORTHIMERICAND. date stations, with through passenger coaches to Watkins. THROUGH TRAINS FOR NORTHUMBERLAND FROM THE EAST AND SOUTH.

Nigara Express leaves New York, 5.39 a.m.; Philadelphia 5.40 a.m.; W. shington, S.67 a.m.; Baltimore 9.60 a.m., arriving at Northumberland 1.45 p.m., with through passenger coaches from Philadelphia and attimore.

Fast Line leaves New York 7.55 a.m.; Philadelphia, 110,50 a.m.; Washington, 9.57 a.m.; Baltimore, 10.50 a.m., arriving at Northumberland 5.35 p.m., with through passenger coaches from Philadelphia and Baltimore.

Erie Wall leaves New York 7.55 p.m.; Philadelphia, 11,30 p.m.; Washington, 9.57 p.m.; Baltimore, 11,30 p.m.; Washington, 9.57 p.m.; Baltimore, 11,40 p.m., arriving at Northumberland 6.5 a.m., with through Palace sleeping cars from Philadelphia, Washington and Baltimore and through passenger coaches from Philadelphia,

NORTHERN CENTRAL RAILWAY

NORTHWARD. 

SOUTHWARD. outhern Express 1.32 a.m. arrive Harrisb'g 3.16 am arrive Philadelphia 7.00 "
"New York 9.35 "
"Baltimore 7.00
"Washington 5.92 a in | Washington 8,22 a in Lock Haven Ex 10,50 a m arrive Harrisby 11,25 pm arrive Philadelphia 5,00 pm "New York 8,45 " Baltimore 5,20 " Washington 6,47 Washington 6,47 Day Express 1,50 p m arrive Harrisburg 3,88 p m "Philadelphia 7,08 " Philadelphia 7,08 " Philadelphia 7,08 " Philadelphia 1,08 " Philadelphi

"Baltimore 7.00
"Washington 8.17
Erie Mail 1.05 a. m. arrive Harrisburg 8.17
"Philadelphia 7.00 ". New York 9.35 ". Baltimore 7.00
"Washington 8.22
J.R. WOOD, General Passenger Agent, FRANK THOMSON, General Manager.

ARRANGEMENT OF PASSENGER TRAINS.

June 26, 1882, TRAINS LEAVE RUPERT AS FOLLOWS(SUNDAY RECEPTED.

For New York, Philadelphia, Reading, Pottsville Tamaqua, &c., 11,45 a. m For Catawissa, 11,45 a. m. 4 56 and 7,20 p. m. For Williamsport, 6,15 5,50 a. m. and 4,06 p. m. TRAINS FOR RUPERT LEAVE AS FOLLOWS, (SUNDAY

Leave New York, via. Tamanend 9,00 a. m. and via. Bound Brook Route 7,45 a. m. Leave Philadelphia, 9,45 a. m. Leave Reading, 11,55 a. m., Pottsville, 12,36 p. m and Tamaqua, 1,85 p. m. Leave Catawissa, 6,10 8,40 a. m. and 4,00 p. m. Leave Williamsport, 9,45 a. m. 2,00 p. m. and 4,30 p. m

without change of cars.

J. E. WOOTTEN.
General Manager C. G. HANCOCK,

General Passenger and Ticket Agent.

Jan. 10, 1881—tf.

Passengers to and from New York, via. Tama-nend and to and from Philadelphia go through

DELAWARE, LACKAWANNA AND BLOOMSBURG DIVISION.

W. F. HALSTEAD, Supt. Superintendent's office, Scranton, Feb. 1st, 1882



PARKER'S

And the Best and Surest Cough Cure Ever Uses.

If you are wasting away from one, dissipation or any disease or weakness and require a stimulant take Girocan Tones at once; it will invigorate and build you up from the first does but will never intoxicate. It has no ed hundreds of lives; it may have yours. CAUTION !—Below all rubsitions; Parket's Ginger Tones to composed of the heat remained agents in the world, and satisfy different from preparations, of they remained to distance the for devalue to distance & Cu., N. Y. See, & \$1 sizes, a tendent in Surger GREAT SAVING BUYING BOLLAR SIZE.

FLORESTON Hiscox & Co.