

Scene of Pope Pius' Boyhood Days

Early Environments at Rieti Reflected in After Life—Young Sarto Then Was Very Poor, But Happy—His Relatives Are Still Peasant Residents of the Little Town.

All the world knows that Pope Pius X. was born in the little village of Rieti, province of Treviso, district of Castelfranco, Italy, but perhaps very few have considered the influence that such a birthplace has had on the life of the present pope.

Young Sarto was the favorite of everybody in his birthplace. He had a peculiar knack of making and keeping friends. He could join with the youngsters in their games, talk with the tradesmen, argue politics with the townsmen or discuss some point in philosophy or theology with the parish priest.

So was he in his subsequent career, and when he was a simple, humble priest and when cardinal and prince of the church he was constantly surrounded by

In one part of Rieti is the Spade Inn. This modest little haven for travelers is kept by Cornelia, one of the pope's sisters, and her husband, Giovanni Parolin. Here he always stayed when he visited his relatives at Rieti and a special room was reserved for his use.

It is a plain, low-ceilinged little room with a miniature of the Madonna on the wall. The bed is a large double one of plain wood, and by its side is a small table with a crucifix on it. A plain wooden chair is the only other furniture.

Amelia Giovanni, her husband and children are the working force of the inn and the pope's sister spends most of her time in the kitchen, for she is an exceptionally good cook.

The pope has never tried to secure advancement for any of his relatives and has allowed his family to continue in the modest line of life to which they were born, saying that they would be happier when they depended on their own energies and resources.

Three of his sisters are spinsters. One of the others, Antonia, is married to a man so poor that she must support the family by dressmaking. Lucia is the wife of a sexton, who is occasionally a hawker, and the husband of the third sister keeps a little tobacco shop. One of the maiden sisters was housekeeper at the patriarch's palace in Venice.

At the end of a broad street in the pope's birth town stands the parish church where the young Father Sarto said his first mass. It is a large structure, with imposing spire. Near by Rieti is Castelfranco, home of the great master, Giorgione. Here Pope Pius was consecrated a priest. He was especially fond of the magnificent cathedral of Castelfranco.

The older brother of the pope, Angelo, lives in the village of Dellegrazie, province of Mantua, being the postman of this district and receiving \$50 a year for his duties. He adds to his income by keeping a shop, in which he sells tobacco and pork. He has two pretty daughters.

When Pius X. was bishop of Mantua his brother Angelo used often to go there for reasons connected with his postal service. The other clerks would ask him jokingly why his brother did not find him a better position. Angelo, with sturdy independence, answered that he preferred only to be what he could make himself. Still, following papal precedence, the tobaccoist and postman of Dellegrazie should become a Roman count.

The new pope is the seventh to come from the region of Venice. Among these popes was Benedict XII, who also came from Treviso, and who was elected pope 599 years ago.



MOTHER OF POPE PIUS X. (Humble Woman, Who Performed Obscurity to Elegance.)

a group of friends. And among his personal friends and admirers was the small group that in the last conclave, after the first ballots, drew attention to his name.

A visit to Rieti at the present time is indeed an interesting experience. There stands the humble little house where the Sartos lived and where the present pope was born. It is a two-story affair, plain in structure, with square windows heavily barred and blinded. The entrance is unpretentious, the double wooden doors without glass, which plainly show their structure of rough unplaned boards, remind one of the doors on the commonest American stable. There is a small court in front and a pathway of rough stones leads to the house on its border.

The popes mother, who is now dead, always refused to live with her son Giuseppe when he was elevated in the offices of the church from a spirit of humility, saying that even his modest establishment was considered by her to be too luxurious in comparison with what she was accustomed to.

CUP REMAINS HERE

American Yacht Reliance Won All the Races.

In Last Event Shamrock was Three Miles Astern—She Missed the Finish Line in the Fog and Returned to It from the Opposite Direction.

New York, Sept. 4.—The Reliance, the American cup defender, on Thursday won the third and final race and the series for that famous sea trophy, the America's cup. In a dense fog which prevented vision beyond 200 yards she finished the race at 5:30, amid the acclamations of the assembled fleet. Shamrock III after running for more than an hour in the fog, missed the finish line, passed by



CAPT. BARR. (Commander of the Cup Defender, Reliance.)

it and then returned to it from the opposite direction. As the Reliance was then being towed through the fleet, yacht ensigns fluttering from her truck and spreaders in celebration of her victory, the Shamrock III did not cross the finish line. As often said of the historic race when the America won the cup, there was no second. The Reliance was about three miles ahead.

This successful result was achieved only after four futile attempts to sail off the final race and after the outcome had been admitted by even Sir Thomas Lipton to be a foregone conclusion. Yesterday's was the eighth attempt to sail a race. After one fluke the Reliance won the two following races, one by seven minutes and three seconds and the other by one minute and 19 seconds. A week ago yesterday the first attempt to sail the third race failed, and attempts have been made every day this week. On two occasions the Reliance led the Shamrock III to the finish line by about two miles, but failed to reach it before the expiration of the time limit of five and a half hours. Thursday's victory means that the cup is destined to remain in America until England is able to produce a genius equal to Herreshoff in yacht designing.

Rarely if ever has there been a more spectacular finish than the Reliance's. After racing for more than an hour at terrific speed through a blinding fog, the Reliance burst through the wall of mist upon the vision of the spectators on the fleet assembled at the finish line, and heeling under a great belling balloon jib topsail until her lee rail was awash, fled across the finish line almost before the spectators could determine for a certainty that it was she. Once more the Yankee boat had added to the long string of victories in contests for the honored old silver trophy that carried with it the blue ribbon of the sea.

Highlands, N. Y., Sept. 4.—When the Erin had discharged her passengers last night and the re-echo of their cheers had died away, Sir Thomas Lipton said: "Two weeks ago I was hopeful; last week I was disappointed, but today I am almost glad in my own defeat, America has been such a thoroughly generous victor. I want again to thank the American people for their generosity to me in my defeat."

Asked what his plans were, Sir Thomas said: "My crew is to return to England on Tuesday next and I really ought to go back by that time myself. I will arrange my engagements in a day or two. I shall attend a dinner in New York to-morrow night and have half promised to be Mr. Woodruff's guest in Brooklyn and go to the New York state fair, but that is not absolutely certain. It is possible I may have to start for home next week."

London, Sept. 4.—The final defeat of Sir Thomas Lipton's cup challenger Shamrock III was received in London with absolute listlessness. The consensus of opinion is that Sir Thomas Lipton has done everything that time and money could accomplish and widespread sympathy for him is shown. The chief hope expressed in the streets is that Canada will enter the lists next year and possibly succeed where the mother country has failed.

Frisco Wants the Next Race. San Francisco, Sept. 4.—The California promotion committee has sent a telegram to the president of the New York Yacht club inviting the club to select San Francisco harbor as the next course for the defense of the America's cup.

Engineer Foiled the Holdup Men. Great Falls, Mont., Sept. 4.—What is believed to have been an attempt to hold up express No. 151 on the Great Northern railroad, almost within the city limits of Great Falls, was foiled Wednesday night by the engineer, who ran his train by the spot where it was to have been halted, so fast that the robbers could not get at him. Just east of the city the engineer saw figures by the side of the track in the darkness. Some one shouted something, but the engineer paid no attention. There was a shot and a ball passed within a foot of his head and smashed a glass in the cab.

CAUSED A PANIC.

The Boiler in a Chemical Factory Explodes and Six Men are Badly Injured.

Newark, N. J., Sept. 4.—A boiler explosion which caused a panic for a time in the business center of the town occurred Thursday in the engine room of the Hanson Van Winkle Co., manufacturers and dealers in acids, chemicals and dyestuffs. Six men were badly injured as a result of the explosion and damage to the extent of \$10,000 was done. The injured are: Joseph Winter, engineer, scalded; Charles Connelly, scalded; Howard Laver, injured internally; William Wickelhouse, terribly scalded; may die; Albert Dixon, scalded and cut face and arms; James Thompson, contused wounds and bruises.

Winters was a temporary engineer, serving in place of the regular engineer. He was blown through a partition.

The boiler went up through the ceiling. On the floor directly over the boiler room Wickelhouse and Dixon were at work. The floor of this room was cut from the walls almost as though with a saw, and the wreckage with the men in it fell back into the boiler room. Connelly, Oliver and Thompson were employed in an adjoining room, which was also wrecked.

Two pieces of the boiler, weighing 100 pounds and 50 pounds respectively, crashed through the roof of the Evening News building. They fell into the composing room, where many men were working. The hundred pound piece kept on, going through the floor of the composing room into the editorial department, and, although no one was injured, something of a panic followed the crash.

SIX MEN KILLED.

Bad Wreck Near Yorkville, S. C.—Passenger Train Tumbled Into a Creek—Accident Caused by Collapse of a Bridge.

Charlotte, N. C., Sept. 4.—Six persons were killed and 25 injured, one fatally and two seriously in a wreck on the Southern railway near Yorkville, S. C., about noon Thursday. The dead:

Engineer Briskman. Fireman Frederick R. Hius. Postal Clerk Smith. Three unknown negroes.

The injured: Julius Johnson, Rockville, S. C., probably fatally. W. L. Slaughter, Hickory Grove, S. C., seriously. T. C. Hicks, Lancaster, S. C., seriously.

In addition 19 other white persons and three negroes residing mainly in South Carolina towns were bruised but not seriously hurt.

All the bodies have been taken from the wreck, save those of the engineer and fireman.

The wreck was caused by the collapse of a trestle 40 feet high over Wishing creek.

Uncle Sam Stands Pat.

Washington, Sept. 4.—Additional instructions have been eabled Mr. Beaupre, the American minister at Bogota, reiterating the position of this government regarding the canal treaty. Minister Beaupre's latest instructions advise him that President Roosevelt will not enter into any engagement with the Colombian government which will hamper his scope of action under the canal law. This government will not indicate what its course of action will be in the event the treaty is rejected.

Echoes from Sea Girt.

Sea Girt, N. J., Sept. 4.—A heavy fog which enveloped the entire range here Thursday afternoon ended all work before the targets and prevented the competitors finishing the inter-state regimental match and the New Jersey national guard match. The competitions were begun early in the morning and only one of them, the Columbia trophy match, was concluded. The team representing the First New Jersey regiment finished in first place with a total of 232 out of a possible 300.

Deadlocked.

Pittsfield, Pa., Sept. 4.—The board of conciliation yesterday decided to hold its next session at Philadelphia, beginning September 15. The board was deadlocked on the questions of a short Saturday and the payment of the 10 per cent. increase on the net earnings of miners. These questions will likely be submitted to Empire Wright, who, it is said, favors a reconvening of the strike commission to decide the problems now piling up on him.

The Motor Talked.

Widewater, Va., Sept. 4.—Efforts to launch Prof. Samuel P. Langley's 60-foot man-carrying aerodrome had to be abandoned last evening, owing to the failure of the gasoline motor to work properly. For four hours Prof. Manley, the inventor's right hand, labored hard to get the machinery in shape. He was unsuccessful. The trouble was caused by a broken valve in the engine.

Trolley Magnates are Acquitted.

Newark, N. J., Sept. 4.—In the trial of the directors and officials of the North Jersey Street Railway Co., on a charge of manslaughter for last February's grade crossing accident, the court yesterday directed a verdict of acquittal of all the defendants.

Claimed Its Second Victim.

St. Paul, Minn., Sept. 4.—The "Loop the Loop" side show at the fair grounds claimed its second victim yesterday. Frank Putzin, the latest man to try the dangerous experiment, was injured and may die. The operator curls himself inside a large ball which rolls down a long chute and around the loop. The ball struck the loop all right and went half way around it when it fell, striking the iron rafters at the bottom and burst open. Putzin was taken out in an unconscious condition. On Tuesday a young girl who tried the trip was badly injured.

Pennsylvania RAILROAD.

PHILADELPHIA AND ERIE RAIL ROAD DIVISION.

In effect May 24, 1903. TRAINS LEAVE EMPORIUM EASTWARD 9:15 A. M.—Week days for Sunbury, Harrisburg, Scranton, Hazleton, Pottsville, Harrisburg and intermediate stations, arriving at Philadelphia 6:23 P. M., New York 9:30 P. M., Baltimore 6:50 P. M., Washington 7:15 P. M. Pullman Parlor car from Williamsport to Philadelphia and passenger coaches from Kane to Philadelphia and Williamsport to Baltimore and Washington.

12:25 P. M.—Emporium Junction daily for Sunbury, Harrisburg and principal intermediate stations, arriving at Philadelphia 7:22 A. M., New York 9:33 A. M., weekdays, (10:31 A. M. Sunday) Baltimore 7:13 A. M., Washington 8:20 A. M. Pullman sleeping cars from Erie, Buffalo and Williamsport to Philadelphia and Williamsport to Philadelphia and Williamsport to Baltimore. 12:01 A. M.—Emporium Junction daily for Sunbury, Harrisburg and principal intermediate stations, arriving at Philadelphia 7:22 A. M., New York 9:33 A. M., weekdays; Baltimore 7:15 A. M., Washington, 8:30 A. M. Pullman sleeping cars from Erie, Buffalo and Williamsport to Philadelphia and Williamsport to Philadelphia and Williamsport to Baltimore.

WESTWARD. 5:10 A. M.—Emporium Junction daily for DuBois, Clearfield and intermediate stations. 10:30 A. M.—Daily for Erie and week days for DuBois and intermediate stations. 6:23 P. M.—Week days for Kane and intermediate stations.

RIDGWAY AND CLEARFIELD R. R. CONNECTIONS. (Week days.)

Table with columns for Southward and Northward stations and times. Includes stations like Renovo, Driftwood, Emporium, Kane, etc.

BUFFALO & ALLEGHENY VALLEY DIVISION

Table with columns for Buffalo and Allegheny Valley stations and times. Includes stations like Port Allegany, Clearfield, etc.

LOW GRADE DIVISION.

Table with columns for Low Grade Division stations and times. Includes stations like DuBois, Clearfield, etc.

WESTBOUND.

Table with columns for Westbound stations and times. Includes stations like Port Allegany, Clearfield, etc.

Notes—Train 107 on Sundays will make all stop between Red Bank and DuBois.

For Time Tables and further information, apply to Ticket Agent.

W. W. ATTERBURY, General Manager.

EASTWARD.

Table with columns for Eastward stations and times. Includes stations like DuBois, Clearfield, etc.

WESTWARD.

Table with columns for Westward stations and times. Includes stations like DuBois, Clearfield, etc.

Buffalo and Susquehanna R. R. Time Table taking effect June 23, 1902.



"The Grand Scenic Route."

Table with columns for Buffalo and Susquehanna Railroad stations and times. Includes stations like Buffalo, Gettysburg, etc.

READ DOWN.

Table with columns for Buffalo and Susquehanna Railroad stations and times. Includes stations like Buffalo, Gettysburg, etc.

READ UP.

Table with columns for Buffalo and Susquehanna Railroad stations and times. Includes stations like Buffalo, Gettysburg, etc.

STATIONS.

Table with columns for Buffalo and Susquehanna Railroad stations and times. Includes stations like Buffalo, Gettysburg, etc.

ALL TRAINS RUN DAILY.

CONNECTIONS.

At Reading Summit with P. R. R. Buf. Div. for all points north and south. At Ansonia with N.Y.C. & H.R.R. for all points north and south.

At Gettysburg for points on the New York & Pennsylvania R.R.

At Williamsport with Erie R.R. for points east and west.

At Sunnyside with P.R.R. & P.E. Div. H.H. GARDNER, Gen'l. Pass. Agt., Buffalo, N.Y.

W.C. PARK, Gen'l. Supt., Gettysburg, Pa.

M.J. McMAHON, Div. Pass. Agt., Gettysburg, Pa.

Business Cards.

W. W. GREEN, ATTORNEY-AT-LAW.

J. C. JOHNSON, ATTORNEY-AT-LAW.

JOHN I. JOHNSON, Prop'r.

F. D. LEET, ATTORNEY-AT-LAW AND INSURANCE AGT.

THE LAND OWNERS AND OTHERS IN CAMERON AND ADJOINING COUNTIES.

I have numerous calls for hemlock and hardwood timber lands, also stone, gravel and bricks, desiring either to buy or sell will do well to call on me.

CITY HOTEL, WM. MCGEE, PROPRIETOR.

Having again taken possession of this old and popular house I solicit a share of the public patronage. The house is newly furnished and is one of the best appointed hotels in Cameron county.

THE NOVELTY RESTAURANT, (Opposite Post Office).

WILLIAM McDONALD, Proprietor. I take pleasure in informing the public that I have purchased the old and popular Novelty Restaurant, located on Fourth street. It will be my endeavor to serve the public in a manner that shall meet with their approbation. Give me a call. Meals and luncheon served at all hours.

ST. CHARLES HOTEL, THOS. J. LYSETT, PROPRIETOR.

NEAR BUFFALO DEPOT, EMPORIUM, PA. This new and commodious hotel is now opened for the accommodation of the public. New in all its appointments, every attention will be paid to the guests patronizing this hotel.

MAY GOULD, TEACHER OF PIANO, HARMONY AND THEORY.

F. C. RIECK, D. D. S., DENTIST.