## Scene of Pope Pius' Boyhood Days

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

ters, and her husband, Giovanni Paro-

cial room was reserved for his use. It is a plain, low-ceilinged little room

en chair is the only other furniture.

tionally good cook.

gies and resources.

Castelfranco.

count.

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 excep-

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 ener-

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 Riesi is Castelfranco, home of the great master, Giorgione. Here Pope Pius was con-secrated a priest. He was especially

fond of the magnificent cathedral of

The older brother of the pope, Angelo,

lives in the village of Dellegrazie, prov-ince of Mantua, being the postman of

this district and receiving \$80 a year for his duties. He adds to his income by

keeping a shop, in which he sells tobac-

co and pork. He has two pretty daugh-

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 prece-

dence, the tobacconist and postman of

Dellegrazie should become a Roman

The new pope is the seventh to come from the region of Venice. Among these popes was Benedict XII., who also came

Three of his sisters are spinsters. One of the others, Antonia, is married to a man so poor that she must support the

LL the world knows that Pope Pius | In one part of Riesi is the Spade inn. A X. was born in the little village of Riesi, provice of Treviso, district

This modest little haven for travelers is kept by Cornelia, one of the pope's siskept by Cornelia, one of the pope's siskept by Cornelia. of Castelfranco, Italy, but perhaps very few have considered the influence that such a birthplace has had on the life of

tne present pope.
Young Sarto was the favorite of everybody in his birthplace. He had a pecu-liar knack of making and keeping friends. He could join with the young-sters 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



MOTHER OF POPE PIUS X ity to Elegance.)

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

A visit to Riesi 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 unmatched boards, remind one of the doors on the commonest American stable. There is a small court in front and a pathway of rough stones skirts the house on its border.

The popes mother, who is now dead always refused to live with her soft 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.

ADMIRAL TELLS STORY.

Yankee Scheme to Fool the Hens Un-

Newspaper.

Admiral Dewey was a prominent figure at the Saratoga races. Usually he

occupied a box. One afternoon a little

agriculture.

party of farmers came up to shake

'When I was in the Philippines," said

Admiral Dewey, "an American resident brought me one day a Chinese paper. He said this paper would interest me

because it contained an account of an

American invention. Then, with a smile,

he translated a paragraph that ran something like this:
"The ingenuity of the Yankee is typi-

fied well in a hen's nest that he has re-cently invented and patented. This nest

increases the laying capacity of the hens to an unlimited degree. In the

bottom of it there is a trap door, governed by a delicate spring. The hen

lays an egg, the weight of which causes

the trap door to open, whereupon the

ADMIRAL DEWEY

(Hero of Manila Is Winning Fame as

egg drops down into a subterranean

compartment, and the door closes very swiftly and silently again. The hen

gets up, turns to look at the egg, but

sees none there. So she decides that

she must be mistaken in thinking she

had laid, and sits down again and de-

posits another egg, which, like the

predecessor, disappears. The process continues indefinitely."

A Natural Conclusion

euit, of course.-Harvard Lampoon.

poundcake?

First Mucker-Say, Chimmy, wot's

Second Mucker-Ah, g'wan-dog-bis-

talk turned

### A SENATOR'S ROMANCE.

from Treviso, and who was elected pope

W. B. Heyburn, of Idaho, Weds His Beyhood Sweetheart in Old Pennsylvania.

A romance extending over a quarter of a century came to a happy climax recently in Philadelphia, when United States Senator Weldon Breyton Heywith him, and thereafter burn, of Idaho, was married to Mabel



WELDON B. HEYBURN. (United States Senator from Idaho Hero of a Romance.)

Geraldine Yeatman, of Chester county. Pennsylvania, sweetheart of his boy-hood and divorced wae of Dr. Pyle, of that state. Years ago Miss Yeatman and young Heyburn, both Pennsylvanians of Quaker ancestry, were sweet-hearts. In 1884 the young lawyer came west to make his fortune and settled in Idaho. He became a leader, acquired wealth and at the last session of the Idaho legislature was elected senator. Meanwhile Miss Yeatman had married, but unhappily. She obtained a divorce Senator Heyburn renewed his suit with such success that his sweetheart, who had resumed her maiden name, accepted bim.

When Senator Heyburn appeared at the office of the clerk of the orphans' court in Philadelphia to obtain a marriage license the instrument was tomporarily refused him because he was un able to answer certain facts about the divorce of his intended wife. Later the license was issued and the marriage

took place. An Index of Prosperity. According to Dun's Index the value of articles used by the average person in the United States during the last year, if bought at wholesale \$93.83. The year before it was \$101.91. These figures correspond closely to those of 4888 and 1889. Two years ago the amount was \$91.50.

#### CUP REMAINS HERE

American Yacht Reliance Won All the Races.

In Last Event Shamrock was Three 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 lin. Here he always stayed when he visited his relatives at Riesi and a spetrophy, the America's cup. In a dense fog which prevented vision be-yond 200 yards she finished the race at 5:30, amid the acclamations of the with a miniature of the Madonna on the wall. The bed is a large double one of assembled fleet. Shamrock III after running for more than an hour in the plain wood, and by its side is a small table with a crucifix on it. A plain woodfog, missed the finish line, passed by



CAPT. BARR. (Commander of the Cup Defender, Reli-

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 celebra-tion 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 outcome had been admitted by even Sir Thomas Lipton to be a foregone conclusion. Yesterdny'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 at-tempts 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

Marely if ever has there been a more spectacular finish than the Reliance's. After racing for more than a 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 bellying 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 con-tests for the honored old silver trophy that carried with it the blue ribbon of the sea.

Highlands, Nevsink, N. J., 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 knew I was doomed to defeat and 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 gen-erosity 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 wi!l 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.

London with absolute listles

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 who country has failed. where the mother

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.

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 Fails, 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. Engineer Foiled the Holdup Men.

CAUSED A PANIC.

The Boller in a Chemical Factory Explodes and Six Men are Badly In-

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

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

partition.

The boiler went up through the ceiling. On the floor directly over the boiler room Wicklehouse 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.

Two pieces of the boiler, weighing 100 pounds and 50 pounds respectively, crashed through the roof of the ly, 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

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

Engineer Briskman. Fireman Frederick R. Hine. Postal Clerk Smita.

Three unknown negroes. The injured:

Julius Johnson, Rockville, S. C. probably fatally.

W. L. Slaughter, Hickory Grove, S.

T. C. Hicks, Lancaster, S. C., seriously.

ously.

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 col-upse of a trestle 40 feet high over lapse of a tres Wishing creek.

### Uncle Sam Stands Pat.

Washington, Sept. 4.—Additional in-structions have been cabled Mr. Beauore, the American minister at Bogota, eiterating the position of this government regarding the canal treaty, Minister Beaupre's latest instruc-tions 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 trepty is rejected.

### Echoes from Sea Girt.

Sea Girt, N. J., Sept. 4.-A heavy for which enveloped the entire range here Thursday afternoon ended all work before the targets and prevent-ed the competitors finishing the in-ter-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 262 out of a possible 300.

### Deadlocked.

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 Umpire Wright, who, it is said, favors a re-convening of the strike commission to decide the problems now piling up on him.

### The Motor Balked.

Widewater, Va., Sept. 4.—Efforts to launch Prof. Samuel P. Langley's 60faunch Prof. Samuel P. Langley's 60-foot man-carrying aerodrome had to be abandored last evening, owing to the failure of the gasoline motor to work properly. For four hours Prof. Manley, the inventor's right hand man, labored hard to get the me-chinery in shape. He was unsuccess-ful. The trouble was caused by a broken valve in the engine 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 manislaughter for last February's grade crossing accident, the court yesterday directed a verdict of acquittal of all the defendants.

Claimed Its Second Victim.

## Pennsylvania

RAILROAD. PHILADELPHIA AND ERIE RAIL ROAD DIVISION.

PHILADELPHIA AND ERIE RAIL ROAD DIVISION.

In effect May 24, 1963.

TRAINS LEAVE EMPORIUM EASTWARD 9 15 A. M.—Week daws for Sunbury, Wilkesbarre, Scranton, Ha eton Potsville, Harrisburg and intermediate ta ions, arriving at Philadelphia in 8,23 P. M., New 100 kg, 20 P. M., Baltimore 6,00 P. M., Washig toto 7,15 P. M. Pullman Parlor car from Williamsport to Philadelphia and passenger caches 20 mK ane to Philadelphia and williamsport to Baltimore and Washington.

12:25 P. M. (Emporium Junction) daily for Sunbury, Harristurg and principal intermediate stations, arriving at Philadelphia, 7,32 p. m.; Washington, 8:35, b. m. Vestibuled Parlor cars and passenger caches, Buffalo to Philadelphia and Washin ton.

20 P. M.—daily tor Harrisburg arrintermediate stations, arriving at Philadelphia, 4.25 A. M. New York 7,13 A. M. Baltimore, 2:20 A. M. Washington, 3:30 A. M. Pullman sle ping tor sfrom Harrisburgth Philadelphia and New York. Philadelphia passenger caches, Buffalo to Philadelphia, 7,22 A. M., New York, 9,33 A. M. Pullman sle ping to us from Harrisburgth Philadelphia, 7,22 A. M., New York, 9,33 A. M. Pullman sle ping to us from Harrisburgth Philadelphia, 7,22 A. M., New York, 9,33 A. M. Philadelphia, 7,22 A. M., New York, 9,33 A. M., Weekdays, (10,31 A. M. S. nday); Baltimore, 7,13 A. M., Washington, Passenger cars from Erie to Philadelphia and Buffalo, Williamsport to Washington, Passenger are from Erie to Philadelphia and Williamsport to Baltimore, 12:01 A. M. (Emporium Junction), daily for Sunbury, Harrisburg and principal intermediate stations.

WESTWARD.

5:10 A. M.—Emporium Junction— daily for Erie, Hidgway, and week days for DuBois, Clermont and intermediate stations.

6 23 P. M.—Week days I.r Kane and intermediate stations.

RIDGWAY AND CLEARFIELD R. R. CON-

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# LOW GRADE DIVISION. EASTBOUND. 109 113 101 105 107; 901

WESTBOUND. 108 106 102 114 110 942 STATIONS.

Via P. & E. Div Emporium, Lv. Driftwood, Ar... Via L. G. Div Driftwood, Lv. Bennezette,... Pennfield,....

Note—Train 107 on Sundays will make all stop.
between Red Bank and DuBois.
\*Daily. †Daily except Sunday. †Sunday only.
Flag Stop.
For Time Tables and further information, apnly to Ticket Agent.

V. W. ATTERBURY, General Manager. GEO. W. BOYD, Gen'l Passenger Agt.

EASTWARD. 10 8 4 6 STATIONS. STATIONS,

Port Allegany, Lv. 3 15
Coleman, 43 23
Burtville, 43 30
Roulette, 3 40
Knowlton's, 43 45 

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Newfield	#7 41	2	46	00	
Gold	7 44	2	49	9 40	
Raymond's	#7 49	2	54	* 9 47	
Seven Bridges,	#8 01	83	03	*10 02	
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(\*) Flag stations. (°°) Trains do not stop †) Telegraph offices. Train Nos. 3 and 10

Trains run on Eastern Standard Time.

Trains run on Eastern Standard Time.

Connections—At Ulysses with Fall Brock R'y
for points north and south. At B. & S. June
tion with Buffalo & Susquehannar R. north for
Wellsville, south for Galeton and Ansonia. Ab
Port Allegany with W. N. Y. & P. R. R., north
for Buffalo, Olean, Bradford and Smethporty,
south for Keating Summit, Austin, Emporium
and Penn'a R. R., points.

B. A. McCLURE Jen'lSupt.
Coudersport, Pa.

**BUFFALO & SUSQUEHANNA R. F** 



"The Grand Scenic Route."

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