## ennsylvania Adam

RAILROAD.

PHILADELPHIA AND ERIE RAIL ROAD DIVISION.

In effect Nov. 27, 1904.

TRAINS SEAVE EMPD GUM EASTWARD 8 10 A. M.—Week days for Sunbury, Wilkesbarre, Scranton, Hazieton, Pottsville, Harrisburg and intermediate stations, arriving at Philadelphia 6.29 P.M., New York 9.30 P.M., Pullman Parlor car from Villiamsport to Philadelphia and Williamsport to Baltimore and Washington

12:45 P. M. (Emporium Junction) daily for Sunbury, Harrisburg and principal intermediate stations, striving at Philadelphia, 3.32 p.m.; Washington, 8:35, p. m. Vestibuled Parlor cars and passenger caches, Buffant to Philadelphia and Washington.

3 20 P. M.—dail, no Harrisburg and intermediate stations, arriving at rhiladelphia, 4.23 A. M., New York 7:13 A. M. Baltimore, 2:20 A. M. Washington, 3:30 A. M. Baltimore, 2:20 A. M. Washington, 3:30 A. M. Baltimore, 2:20 A. M. Washington, 3:30 A. M. Pullman sleeping cars from far risburged philadelphia and New York, Philadelphia and Philadelphia and Washington, Philadelphia and New York, Philadelphia and Philadelphia and Washington, Philadelphia and Washington, Philadelphia and Washington, Philadelphia and Washington, Baltimore, 1:20 A. M. Sunday; Bat timore 7:15 A. M., Washington and intermediate stations arriving at Philadelphia and Buffalo, Wilhiamsport to Philadelphia and Philadelphia, 7:32 a. m.; New York, 9:33 a. m., week days (10:38 Sundays); Battimore, 7:25 a. m.; Washington, 8:46 a. m. Vestibuled Buffet Sleeping Cars and Passenger coaches, Buffalo to Philadelphia and Washington. Passenger cars from Erie to Philadelphia and Washington Durston A. M.—Emporium Junction—d dily for Erie, Ridgway, and week days for DuBois andintermediate stations.

RIDGWAY AND CLEARFIELD R. R. CONNECTIONS. PHILADELPHIA AND ERIE RAIL ROAD DIVISION.

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LOW GRADE DIVISION. EASTBOUND.

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WESTBOUND. 108 106 102 114 110 952

\*Daily, †Daily except Sunday. ‡Sunday only. Flag Stop. On Sunday only train leaves Driftwood 8:20 a.

J. R. WOOD, Pass'gr Traffic Mgr.
W. W. ATTERBURY, GEO. W. BOYD,
General Manager. Gen'l Passenger Agt.

#### THE PITTSBURG, SHAWMUT & NORTHERN R. R.

Through Passenger Service Between St. Marys, Brockwayville, Shawmut, Smethport, Olean, Friendship, Angelica, Hornellsville, Wayland, Buffalo, and New York.

Effective Sunday, May 29, 190 + Eastern Standard Time. Time of Trains at St. Marys.

DEPART.

DEPART.

7.35 A. M.—ForKersey (Arr. 8.14 a. m.), Byrne dale (Arr. 8.56 a. m.,) Weedville (Arr. 9.03 a. m.;) Elbon (Arr. 8.6a a. m.) Shawmut (Arr. 9.08 a. m.,) Brockwayville (Arr. 9.42 a. m.)

12.33 P. M.,—For Clermont (Arr. 9.12 a. m.)

12.33 P. M.,—For Clermont (Arr. 9.12 a. m.)

Smethport (Arr. 2.29 p. m.,) eldred (Arr. 2.49 p. m.,) Olean (Arr. 3.49 p. m.,) Eldred (Arr. 2.49 p. m.,) Olean (Arr. 3.49 p. m.,) Bolivar (Arr. 3.39 p. m.,) Friendship (Arr. 4.08 p. m.,) Angelica (Arr. 4.34 p. m.,) Hornellsville (Arr. 6.10 p. m., Wayland (Arr. 7.23 p. m.,) eon-necting at Wayland (Arr. 7.23 p. m.,) eon-necting at Wayland (Arr. 4.28 p. m.,) Brockwayville (Arr. 4.69 p. m.,) Shawmut (Arr. 4.22 p. m.,) Brockwayville (Arr. 4.7 p. m.,) concetting with P. R. R., for Falls Creek (Arr. 5.10 p. m.,) Dibois (Arr. 5.25 p. m.,) Brockwayville (Arr. 5.25 p. m.,) Brockwayville (Arr. 5.26 p. m.,) Brockwayville (Arr. 5.26 p. m.,) Brockwille (Arr. 6.00 p. m.,) and Pittsburg (Arr. 9.30 p. m.)

p. m.)

ARRIVE.

11.05 A. M. } From Brockwayville, Shawmut
6.50 P. M. { Elbon, Kersey and Byrnedale.
1.45 P. M.—From Wayland, Hornelisville, Can
aseraga, Angelica, Friendship, Bolivar, Buffalo, Bradford, Olean Eldred, Smethport
and Clermont.
All trains daily except Sunday.
D.F. MARONEY, C. J. RENWICK,
Vice President, Gen. Pass. Agent,
St. Marys, Penna.

Foley's Kidney Cure makes kidneys and bladder right.

Meldrum &

Anderson Co.

BUFFALO, N. Y. 396-408 Main Street,

# THE

Buffalo's leading department store is now a great bzaar of fancy goods and Christmas novelties. Articles of exquisite beauty and practicle gifts abound, and the price range is great enough to meet any pocketbook. The magnificent display is the largest we have

#### If You Cannot come in Person SHOP BY MAIL.

We have a most efficient order department which supplies your wants the same day your order is received. We issue Helpful Hints to Christmas Shoppers" which will be sent free for the asking. Our advice is at your command and all letters receive the personal attention of an ex-

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on all goods to a reasonable amount and deliver goods to the depots without

LOCKPORT AND NIAGARA FALLS Cars arrive and depart from corner of Court and Main St., one hundred feet north of our entrance.

Adam,

Meldrum &

Anderson Co. The American Block, BUFFALO, N. Y

## THE BROAD STREET

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THE PUBLIC with the choicest line of Groceries,

Provisions. Smoked Meats. Fruits and Confectioneries.

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## Our Prices YOU WILL LIKE.

JOS. KINSLER.

Our Delivery Wagon is Always Ready to Serve You.



the dawn of Christmas day, 1812, and over the blue Atlantic, under the warm skies of the Tropic of Cancer, was slipping lazily along, with scarce steerage way, the privateer schooner Governor Tompkins, four-teen guns, of New York. Officers and crew were happy. Fortune had been favoring them. Since leaving port early in July, some three weeks after the declaration of war against England, they had taken a number of British vessels and had suffered but slight injury. The crew, save those on watch, were asleep, dreaming of sweethearts ashore and plum duff at sea, when from the lookout at the masthead the cry of "Sail, ho!" roused man and vessel to action. Up from the cabin boiled the officers, up from the forecastle tumbled the sailors, and at the same moment up from the horizon popped the sun (which is the way he has of rising in the tropics), disclosing plain ahead three ships. This might have been a day of "peace on earth," but it was not a day of peace on the ocean, not for the Governor Tompkins! She shook out all her canvas, and with the English flag flying as a bit of deception she started in pursuit.

in pursuit.

The wind was very light. The chase was a tedious one. It lasted from dawn until 3 in the afternoon. Slowly nearer and nearer drew the Governor Tompkins, but so slowly that plum duff appetites must have been spoiled by exasperation and impatience. The largest of the ships appeared to be a good sized transport vessel, and vision of the specie perhaps aboard her filled the minds of the folk upon the privateer. The two other craft were merchantmen. The three vessels would make a fine Christmas gift, and, added to prizes gone before, would enable the Governor Tompkins to speed home rejoicing.

Still as the privateer little by little cut down the distance, her people

Still, as the privateer little by little cut down the distance, her people began to be not so confident. The transport looked so much bigger than they had pictured her at first. Captain Nathaniel Shaler held his long brass telescope trained upon her, and there was that in her which puzzled him. Her ports seemed to be painted like those of a merchantman, and on her deck was what might be a merchantman's boat, but nettings to repel boarders extended from her sides up almost to her topmusts, and this was a suspicious feature.

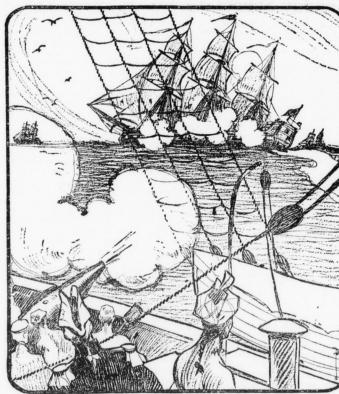
what hight be a merchantman's boat, but hertings to reper boarders extended from her sides up almost to her topmasts, and this was a suspicious feature.

"I'm afraid she's a bit too heavy for us," announced Captain Shaler doubtfully to his officers. "Mr. Farnum, go for'd and see what you make of her."

So Mr. Farnum, first lieutenant, went toward the bows to take a squint at her, and then, even before he had his glass to his eye, like a dose of magic, down swept a furious squall!

The squall struck the schooner first, and ere her light sail could be taken in—aye, in Captain Shaler's own words, "Almost before I could turn round"—she had been rushed onward, faster than to her liking, and found herself under the guns not of a transport, but of a frigate, waiting for her!

Captain Shaler was a Yankee skipper, and he did the best he could. The



REPLIED WITH THE VERY WORST INTENTIONS

squall gave him and his all that they could attend to for a few minutes. To attempt to tack in such a blow was hazardous. If it did not wreck the schooner it would at least expose her to fire that would rake her from stem to stern; therefore he trimmed his sails, discarded the English flag and hoisted three American ensigns, and, standing right on parallel with the frigate, gallantly opened with his broadside. The Britisher, having, as he thought, the Yankee privateer in a box, replied with the very worst intentions in the world. His first round was a scorcher! A twenty-four pound ball struck John Johnson, a negro seaman, in the hip and cut away all the lower part of his body. But as he lay dying on the deck he exclaimed several times to his shipmates: 'Fire away, my boy! No haul color down!'

Another twenty-four pounder similarly mangled John Davis, also a negro. He fell near Captain Shaler and, deeming himself now useless and in the way, begged to be thrown overboard. Other shot from the same broadside wounded First Lieutenant John Farnum and Seamen James Dougherty, John Parker and John Sunaholm slightly, Thomas Loveland severely and Thomas Davis so badly that he soon afterward died. This same broadside exploded an ammunition box containing two powder cartridges for a nine pounder gun. The cartridge ignited three other boxes holding a quantity of the quill-like cannon primers, and these promptly flashed up so viciously that they forced sparks through a crack in the wooden cap which fitted over the stairway to close it.

Luckily for the Governor Tompkins the cabin floor had been drenched and a fire screen in the shape of a wet blanket had been hung before the magazine hatch so as to serve in just such an emergency as this. The sparks siz-zled in vain and expired. Half an hour had passed since the squall had arisen so inopportunely for the Governor Tompkins, but so opportunely for the frigate. The two vessels were running side by side, the privateer spitting with the lighter guns and the man-of-war hammering away with heavier. The Governor Tompkins was swift, and Captain Shaler had hoped that in the course of a few broadsides she would draw ahead and out of the center of danger. But this time the Governor Tompkins had almost met her match at

asiling. The frigate was nearly as fast as she.

Instead of spurting ahead the good schooner only gradually—ah, how gradually—progressed from a little abaft the frigate's beam to opposite her bows, and during all this process the solid shot from the frigate's guns were being pelted at her round after round. The British tars were not reliable marksmen. They did not live up to the reputation of their first broadside. Not a ball after that touched the schooner's hull. She dashed on practically unscathed. Farther and farther she forged beyond the frigate's bows. guns could be brought to bear upon her. A long half hour and the British shot began to fall short. The Governor Tompkins' men breathed easier. Then the fickle wind dropped, leaving them well nigh becalmed, while the frigate

Her shot again reached their vicinity. The privateersmen hastily put out Her shot again reached their vicinity. The privateersmen hastily put out their sweeps, and in desperation all hands pushed and tugged at the great, unwieldy oars. A detail was obered to throw overboard whatever stuff could be spared from the deck, and, passing up shot from the hold, they hurled that, too, over the rail. Plunk, plunk, it went into the sea until 2,000 pounds had thus been disposed of. The schooner began to gain on her pursuer; another half hour and the enemy's missiles once more fell short. Twenty-five minutes and he have about and abandoned the chase.

The privateer proceeded to bury her dead and to clean decks. She was a sorrier but, let us believe, a wiser schooner. Thereafter she kept her weather eye, in addition to her fighting eye, pealed and was wary of "transports" innocently painted, but with boarding nettings stretched.

"Follow the Flag". WRITE THE FOR DETAILED INFORMATION C PERSONALLY CONDUCTED T

## California and Mex HOMESEEKERS EXCURSION

TO THE WEST, NORTHWEST AND SO ON THE FIRST AND THIRD TUESDAYS OF EACH

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LOWEST RATES and detailed information concerning cheerfully furnished on application to

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They have broad sho chest effect which gives stantial appearance to the without that stuffed ar look so common in other ready made Clothing.

At so little a \$12.00

THIS is an ideal suit for business men who know the value of "locking pr It is the product of the art-tailors of Schloss Bros. & Co., whose clothing value of the property of the control of the stalk it over." New line of Summer Hats, Caps and Neckwear.

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C. B. HOWARD & COMPANY, General Merchandise. STORE ON THE RIALTO.

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We have just received a new lot of black satir skirts, the best we have ever had for the money. They are made of good quality satin, with adjustable band. with double rows of ruffles and with accordian pleats, Prices 50c to \$2.70 each.

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A lot of Ladies, Misses and Childrens Sweaters.

several colors, all wool, prices \$1.00 to \$2.90.

The Tam-O'Shanters are selling rapidly in brown, red, blue, white and grey. All wool, and have both square and round. Just the thing for the young people to wear to school.



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