#### CATARRH, Catarrhal Deafness and Hay Fever.

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Sufferers are not generally aware that these diseases are contagious, or that they are due to the presence of living parasites in the lining membrane of the nose and eustachian tubes. Microscopic research, however, has proved this to be a fact and the result is that a simple remedy has been formulated whereby catarrh, catarrhal deafness and hay fever are permanently cured in from one to three simple applications made at home by the patient once in two weeks.

N. B.—For catarrhal discharges peculiar to females (whites) this remedy is a specific. A pamphlet explaining this new treatment is sent on receipt of ten cents by A. H. Dixon & Son, 304 West King St., Toronto, Canada.—Scientific American. Canada.—Scientific American.

Sufferers from catarrhal troubles should read the above carefully.

#### Universerved Laughed At.

The unthinking are prone to make game of nervousness. Yet this is a very real and serious affliction, the harassing symptoms of which are rendered all the more polignant by ridicule. The stomach is usually responsible for these symptoms-its weekness and disorder find a reflux in the brain, which is the headquarters of the nervous system. As a nerve tonic and tranquillizer we beleive that no one can be pointed out so effective as Hostetter's Stomach Bitters. In renewing vigrous digestion. it strikes the key note of recovery of strength and quiteude by the nerves. Headaches, temors in quiet sleep,—all these modify and ultimatly disappear as the system gains strength from the great tonic. Dyspepsia billiousness rheuma-tism constipation and kidney complaints are subdued by the Bitters.

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## SAMOA'S TEMPEST.

Cabled Confirmation of the Disaster at Samoa.

THE TYPHOON'S TERRIBLE WORK.

H. M. S. Calliope Steams Out to Sea-All Other Vessels in the Harbor Wrecked. Capt. Schoonmaker Washed Overboard from the Vandalia-All Hands Saved from the Trenton-Records of the Unfortunate Victims.

LONDON, April 1.—Further particulars of the disastrous storm at Apia have just been received. The hurricane burst upon the harbor suddenly. The German in which case fuller advices may be exman-of-war Eber was the first vessel to pected in Washington about April 20. drag her anchor. She became unman- of the three American war ships involves ageable and was driven helplessly on the the loss of about \$2,000,000, and the Gerreef which runs around the harbor. She man loss is probably about the same. struck, broadside on, at 6 o'clock in the morning. The shock caused her to lurch received at the British legation. and to stagger back and she sank in a moment in deep water. Most of her men were under hatches and scarcely a Records of the Officers and Sailors Who soul of them escaped.

The German war ship Adler was the next to succumb. She was lifted bodily by gigantic wave and cast on her beam ends on the reef. A struggle for life ensued the grade of acting midshipman to that among the officers and sailors aboard. of captain, to which he was commis-Many plunged into the raging surf and stoned on Oct. 7, 1886. His widow and struck out, some reaching the shore in safety. Others clung to the rigging until by the navy department of the sad octhe masts fell. Of those in the rigging currence, only two gained the shore. The captain of the Adler and several other officers was appo were saved.

THE NIPSIC BEACHED. Meantime the United States steamer Nipsic had been dragging her anchors and drifting toward the shore. The cap-tain, however, managed to keep control and ran her on a sand bank. Boats were immediately lowered and the whole company were saved with the exception of six men. These were drowned by the capsizing of a boat.

The United States steamer Vandalia

was carried before the gale right upon the reef. She struck with a terrible shock, hurling Capt. Schoonmaker against a Gatling gun and he fell stunned. Before he could recover a great wave swept the deck and he was washed away with others into the sea. The ves-sel sank fifty yards from the Nipsic. Several of the officers and men were washed overboard and drowned. Others perished while making desperate efforts to swim to the shore. Some remained for hours in the rigging, but heavy and swift succeeding waves dashing over them carried them off one by one.

By this time night had set in. Many natives and Europeans had gathered on the shore, all anxious to render assist-ance to the unfortunate crews, but owing to the darkness, they were wholly unable to be of service.

THE TRENTON DRIVEN ASHORE.

Soon after the Vandalia had sunk the
American war ship Trenton broke from her anchorage and was driven upon the wreck of the Vandalia, whence she drifted to the shore. The bottom of the Trenton was completely stove and her hold was half full of water. As morning broke the German man-of-war Olga, although much battered by the heavy seas that constantly broke upon her, became un-manageable and she was driven upon the beach, where she lay in a tolerably fair position. The following is a record

of the officers and men lost: Eber-The captain and all other officers exept one and seventy-six men. Vandalia-The captain, four officers

and forty men. Nipsic—Seven men. Adler—Altogether fifteen persons. Mataafa sent a number of men to the assistance of the ships. They rendered aid in trying to float the Olga.

AT WASHINGTON.

The News Officially Communicated by Admiral Kimberley.

WASHINGTON, April 1 .- The city was wildly excited when the news of the terrible naval disaster at Somoa was received. The bogus report a few weeks ago to the effect that the Nipsic had beer sunk by the German men-of-war caused many to discredit the earlier reports of the wreck of the German and American men-of-war by the storm. But official confirmation soon came which left no doubt as the accuracy of the press dispatches.

Then the suspicion inevitably arose that it was not a storm but a battle that had caused all the damage. Could it be that the strained relations between the German and American forces at Samoa had resulted in a fight and the destruction of both squadrons? This was the thought that was suggested to the public mind by the news which came first in meagre and doubtful form. The average man could not help feeling that there was war in it somehow. The fighting spirit which has held itself in readiness to come forth at any time during the past six months bogan immediately to manifest itself, but it was soon calmed down by the spread of the fuller and more definite intelligence received at the nave department from Admiral Kimberley.

It was just about early brankfast time when the Western Union telegraph messenger hurried up to the Hotel Arno with all the speed that a telegraph messenger is capable of and delivered this message to Secretary Tracy, who was then preparing to come down to the department

Paring to come down to the department

Auckland, March 20.

Secretary of Navy, Washington:
Hurricane at Apia March 15. Every vessel in harber on shore except English man-of-was Calliope, which got to sea. Trenton and Vandalla total losses. Nipsic beached, rudder gone. May be saved. Chances against it.
Will sead her to Auckland if possible.

Vandalla lost four officers and thirty-pips men, namely: Capt. Schoonmaker, Paymester Arms, Lieut. of Marines Sutton. Pay Clerk John Roope, Henry Baker. W. Brisbane, William Brown, Quartermaster Michael Cashen. A. Cragin, B. F. Davis, Thomas G. Downey, A. Erickson, S. C. Ohring, Adolph Goldner, George Gorman, C. B. Green, Joseph Griffin, E. M. Hammeur, Jehn Hanchett, C. H. Hawk. Ins, W. Howat, Frank Jones, George Jordon, M. H. Joseph, John Keily, Thomas Reily, M.

land to obey your orders. Fuller accounts by mail. The following telegram was received at the department of state:

The foreign office has been officially informed that in a typheen at Apia the Eber and Adiar were totally lost and that ninety exilors are dead. The Olga stranded, with no losses. Three American and all merchant vessels in port were lost. Sixty Americans are duad. The English war ship was damaged, and has gone to Sidney.

PENDLETON.

The following dispatch has been sent to Lieut. Wilson for Admiral Kimberly,

care American consul, Auckland: Take such steps with regard to Nipsic and wrecks and sending men home as you may deem proper. Full power given you. Monongahela sailed for Apia Feb. 21. Admiral Kimberley's dispatch is taken to indicate that he had already mailed an account of the wreck. By sharp work it may have been possible for him to have caught the mail steamer which \$3.00 arrives at San Francisco April 13 next,

A cable message conveying to the presi-dent condolences of Queen Victoria, was

#### THE UNFORTUNATES.

Were Lost.

Washington, April 1.—Capt. C. M. Schoonmaker, who commanded the Vandalia at Apia, was appointed to the navy from New York in 1854 and rose from brother (Judge Schoonmaker) live in Kingston, N. Y. and have been notified

Lieut. of Marines Francis E. Sutton was appointed to the Naval academy from New York in 1887. His father is a resident of Rome, N. Y. At the navy department Lieut. Sutton is regarded as having been one of the brightest and most intelligent officers of the marine corps and his loss is greatly declared.

corps and his loss is greatly deplored.

Paymaster Arms was appointed from
Connecticut in 1864, and has been on
duty on the Vandalia since May, 1887. His family reside at the Crawford house, New London.

Paymaster's Clerk John Roche was appointed from Ilion, N. Y. He was 28 years of age and a man of athletic build. His nearest relative is J. Jeffrey Roche, who is a poet and assistant editor of The Boston Pilot.

As far as the records of the navy de-partment show, the nativity of the sailors drowned at Apia was as follows: Of the Nipsic's crew Johnson was born at Annapolis, Kelleher in Ireland, Pantsell in Belgium, Watson in Ireland, Callan in Washington, Gill in Norway and

Heap in England. On the Vandalia: Baker in London, Brisbane on Long Island, Brown in Germany, Cragin in Dublin, Ben Davis in Boston, Downey in Baltimore, Ericksson in Sweden, Gorman in Ireland, Green in Balti-more, Hawkins in Washington, Howatt in Troy, Jordan in New York, Riley in Ireland, Stalman and Stanford in Cali-

The three vessels belong to the Pacific squadron, which is commanded by Rear Admiral Kimberly. The Trenton is with ten guns and with a displacement of 3,900 tons.

The Vandalia is a vessel of the second condition, making fine, palatable meat. ries twelve guns with a displacement of and prices. Send your orders to

The Nipsic is a third rate wooden vessel carrying six guns and with a dis-placement of 1,270 tons. She is schooner rigged and her propulsion is by a screw.
She is in charge of Commander Dennis
W. Muliane, who assumed charge of her
PENN'A STATE COLLEGE in October, 1897.

#### THE ENGLISHMAN'S ESCAPE.

H. M. S. Calliope Steamed Out to Sea. Superior British Seamanship Claimed. AUCKLAND, April 1 .- Later advices received here regarding the hurricane which devastated Samoa and wrecked a number of German and American was ships, says the storm swept the islands on March 16. All the war ships attempted to put to sea, but only the English steamer Calliope succeeded in get-ting out. Merchant ves-els suffered se-verely. The bark Peter Godeffrey, one other bark and seven coasters were wrecked and four persons were drowned.
The Calliope sailed for Sydney. The Peter Godefirey was a German bark.
She had arrived at Samoa from Sydney.
London, April 1.—The terrible news from Samoa caused a profound sensation here and much sympathy is felt and expressed for the callest were related.

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- Civil Engineering: with a unusually full and thorough course in the Laborato expressed for the gallant men who lost their lives. At the admiralty nothing is known beyond what was cabled, but the officials were very jubilant at the escape of the Calliope, which they unhesitat-ingly attributed to the superior quality of British seamanship.

The Foreign Men-of-War.

WASHINGTON, April 1.—The Adler was a gunboat of only 884 tons displacement and 724 indicated horse power. She was built in 1883 and cost a quarter of a million dollars. The gunboat Eber was launched in 1887. She had double the displacement and three times the horse power of the Adler, and could speed fifteen knots an hour. The Olga was a conteen knots an hour. The Olga was a corvette built in 1880. She had about 56 per cent, more bulk than the Eber, but not having steam power in proportion her speed was one knot an nour less. She cost over half a million dollars. The

three were unarmored ships. The British corvette Calliope is a fine ship. She was launched in 1884, and cost about \$600,000. Her displacement is 2,770, and indicated horse power 4,020. She carries coal enough to steam 4,000 miles at ten knots an hour, and can attain a speed of 18,75 knots when required.

John Bright's Burial.

LONDON, April 1 .- John Bright was buried in a dismal quarter of the ceme-tery at Rochdale with befitting simplicity tery at Rochdale with befitting simplicity in regard to ceremony, but amid manifestations of popular grief and respect which monarchs cannot command. Te the vast majority of Englishmen the funeral oration of the dead tribune was preached in the house of commons in the superb speech in which Mr. Gladstone set forth the virtues of his lifelong friend.

Commissioner Cleveland.

New York, April 2.—Judge Patterson, in the supreme court, appointed ex-President Grover Cleveland, Charles Coudert and Leicester C. Holme as a commission in the matter of Highbridge park.

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Norman H. Farquhar, who is also chief of staff to Admiral Kimberly. She is a wooden screw cruiser, ship rigged, armed ty can be fed daily with valuable results, ty can be fed daily with .valuable results, and for Sheep. Hogs, Fowls, etc., it is an exellent food, keeping them in a bealthy

grade and was commanded by Capt. Cornelius M. Schoonmaker, who took charge steam heat and hydraulic pressure. Well We manufacture by the Old Process of the vessel on April 5, 1888. She is a settled Linssed Oil and fresh ground Oil wooden screw cruiser, bark rigged, car- Meal always on band. Write for circular

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