### **TESTIMONY IN** MAINE INQUIRY

[Concluded from Page 1.]

with the behavior of any officer or man at the time of the disaster and con-

sidered their conduct admirable. POWELSON'S TESTIMONY.

Ensign W. V. N. Powelson, who was on the Maine every day and during much of the diving, said the forward part of the ship forward of the after smoke stack had been to all appearances completely destroyed. He told in detail the condition of the wreck and said the protective deck under the conning tower supports was bent in two directions, the plates and starboard side being bent up and on the starboard side bent down. The beam supporting the protective deck to port of the midship line was bent up to starboard of the midship line. grating was found on the poop awning just forward of the after search-

A piece of side plate was bent outward, and the forward end bent upward and folded backward upon itself. Near hits he said were pieces of red shellacked planks on which was bolted a composition track two inches wide and an inch thick.

Continuing, he said the end of the ship where the explosion seemed to have occurred was pushed from port to starboard from five to ten degrees. Divers reported to him that ten inch shells were found in the shell room regularly arranged. Gunner Morgan while working on the bottom, fell into a hole on the port side and went down in the mud. He also told witness that as far as he could judge, everything seemed to be bent upward in the vicinity of this hole. He also reported that the plates seemed to have been pushed over the starboard and bent down.

Ensign Powelson then told of a bad-ly dented six-inch powder tank which was found, also a ten-inch tank battered out of shape. The starboard turret, he said, had not been found. From reports received to that time he said "the impression produced upon me is that an explosion took place well to port of the midship line and at a point in the length about opposite the con-

He then cited a number of instances where parts of the ship had taken a direction from port to starboard. The port side of the protective deck was covered with a greasy deposit and the starboard side was comparatively free of it, and what witness saw would indicate that the pressure lifted the deck upon the port side, and the starboard side held fast and bent that deck downword. He thought the ship on the port side was entirely gone opposite a point he indicated on a drawing.

FINDING OF PLATES.

Ensign Powelson also gave the court valuable information relating to his finding the bottom plates of the Maine on the upper deck. The finding of these plates on top of the wreck, clear above water, was among the first and most important points of evidence clearly disproving the possibility of an internal explosion, Mr. Powelson minutely described the plates and said they must have been blown up thirty-eight or thirty-nine feet to reach the position they were in. Beside the bottom plates, Powelson found some pipes from the bottom compartment lodged in the angle of the bottom plates that protruded above the water. The berth deck over this bottom compartment was also on top of the wreck and twenty feet forward of the plates, while the section of the main deck had disappeared. The diver who had been working for Powelson on this investigation informed him he had found the ammunition for the six-inch magazine pushed over to the starboard side.

On the eixth day of the inquiry, Mr. Powelson detailed the results of an examination made by Diver Olsen, of the ship's keel and other points below. He thought the explosion occurred on the port side somewhere about frame 18, enter of impact. The ship yielded at 17 and also at 15, but it was pretty hard, to say exactly where the impact Frame 15 was blown in.

"How do you account for the im mediate damage done abreast of the reserve magazine where there is nothleft, whereas between frames 16 and 18 you have found damaged plates," Mr. Powelson was asked. "My idea," he said, "is that after

the ship was raised up at frame 18 the magazines, one or all of them, after that were exploded, for some powder tanks that I have seen I think were exploded while others I have seen were not exploded. I have seen a sixinch tank that was very little ripped open, and I saw one this morning that had been burst open and flattened out. with evidences of burnt powder on it. I saw one ten-inch tank that was scarcely battered at all, and only threads of it gone. I also saw teninch tanks with the packing which looked like excelsior, unburnt, so that in my opinion some, but not all of the ten-inch and six-inch charges, were

Further testimony was elicited from Mr. Powelson regarding examinations made of the port side by Divers Rundquist and Schluter, all of which indicates that the plates were all bent inward as if the force was from the outside.

### BRAVE MARINE'S STORY.

Private William Anthony, marine corps, whose calmness at the time of the explosion in reporting to Captain Sigsbee has become the theme of admiration throughout the world, in response to questions, told his story. He was standing on the main deck outside the door on the starboard side. He first noticed a trembling of the gecks and then a wave. He saw an immense sheet of flame and said: "It must have been forward of the

superstructure. I could see the debris going up with it. I do not know what was, but I saw fire brands going

"Was it on the port or starboard

"It looked more to port than it did to starboard. It looked like it covered the whole ship. It was an immensi glare that illuminated the whole heavens for the moment, as much as I could see for the awnings."

"Did you see any water with it?" "I did not notice that, sir. I started in the cabin at once to warn the

This closed the brave marine's testimount.

Louis Wertheimer, a tobacco dealer, of New York, who was a passenger on the steamer City of Washington, in Havana harbor the night of the blowthe Washington, and was looking directly at the battleship when the ex-

er board a report," said Mr. Wer-

### 

Forward to Headquarters National Volunteer Reserve, Washington Building, New York.

### The United States of America

National Volunteer Reserve.

STATE OF
City of (Town of)
I,born in
in the State of, aged
years, now residing at, in the County
of and State of
with Post-Office address below stated, by occupation a
, do hereby state and declare, that I am of proper

age and believe myself to be physically and otherwise qualified to bear arms; that I am not enlisted in the National Guard or Naval Reserve of any State or in the Army or the Navy of the United States, but desire that my services shall be available to the United States in the event of war with any foreign power, I do, therefore, enlist in the "NATIONAL VOLUNTEER RESERVE" and ask that my name be enrolled as a member of said organization; and I do solemnly undertake and agree, in the event of war between the United States and any toreign power, if called upon by the constituted authorities of the State of .

or of the United States through the lawful channels to enlist as a soldler in the National Guard or the Naval Reserve of said State or in the Army or the Navy of the United States for the length of time and upon the terms that may by law be provided, and I do solemnly swear (or affirm) that I will bear true faith and allegiance to the United States of America and that I will serve them honestly and faithfully against all their enemies whomsoever.

Subscribed and duly sworn to before me this ......

I hereby certify that the above named man is between the age of 18 and 45, and that he is free from all bodily defects and mental infirmities which would in any way disqualify him from performing military

A person desiring to enlist if a sailor or waterman by occupation, or desiring to Join the Navy or Naval Reserve may erase the word soldler and National Guard in the body of certificate and he will then be enrolled for the Naval Reserve, and Navy.

NOTE-This enlistment blank should preferably be signed before a magistrate, judge, county clerk, commissioner, notary public, or any official authorized to administer an oath, who, if properly loyal or patriotic, should make no charge for the service. In lieu of the availability of such officer, the enlistment blank may be signed and witnessed by two persons, who will add their addresses and also make declaration as to the physical qualifications of the applicant. When signed, forward to the Headquarters National Volunteer Reserve, Washington Building, New York.

(SEE EDITORIAL PAGE.)

# the state of the s STATES AND TO THE TATE OF THE

theimer, "and at an interval of anyexplosion. In the burst of flame, which followed, I clearly and plainly saw the vessel rise in the water, apparently three yards out, then settle down before the light of the explosion went out. The whole thing was over so quickly that I could not hazard a guess

at the length of time. Mr. Werthelmer's testimony was corroborated by Sigmond Rothchild, also a passenger on the City of Washington. After the vessel rose in the water came a second explosion.

Captain Frank Stevens and First Officers George Cornell, of the City of Washington, also corroborated the previous witnesses.

CHAPLAIN CHIDWICK'S STORY. Chaplain John P. Chidwick, of the Maine, after the explosion rushed on deck. After trying to cheer up the men who were crying out in the water for help he was ordered by Lieutenant Jungen to go in the boat. He rowed around the ship and picked up one man. Witness said he remembered only one shock.

Naval Constructor J. B. Hoover was very technical and his testimony summed up was that the bottom plates of the ship at the point of explosion, the berth decks over them and the protected deck had been turned over and forward, revolving through an angle of 90 degrees. He identified three portions of the wreck forward of the middle superstructure. These were all on the port side of the original keel, but canted to starboard and all of them-thbottom of the ship and protective deck and the berth deck-show above water at present. The forward Lieutenant G. P. Blow was the officer of the day on the day of the explosion and received the reports at 8 p. m. He said the usual reports were made that the lights, fires and everything were secure. He said he had perfect confidence in the reports of his men. He gave a vivid description of the scenes following the

explosion. Lieutenant Commander Wainwright, Lieutenants Catlin, Blandin and Jungen and Chief Engineer Charles P. Howell, Past Assistant Engineer Bow ers and Assistant Engineer Morris testified as precautions taken to avoid war. The magazines, coal bunkers, torpedo heads, gun cotton and all inflammable and explosives aboard were inspected as they should be and all had been reported in proper condition prior

Lieutenant Holman testified in similar manner. The examiner referred to Holman's large experience in matters of explosives and asked his impression of the whole affair. He said: My impression, not yet verified by divers findings, is that a very heavy mine went off under the Maine's bottom. The noise produced by a heavy mine would be great in itself and adding to the second explosion would make the two practically one and the

THE GUNNERS AND DIVERS. Chief Gunner's Mate Olsen, Gunner's Mates Smith and Rundquist and Chief Gunner's Mate Morgan, who were the divers in charge of the work of examining the wreck, testified in the main

as did Ensign Powelson. The third time Smith was down he ing up of the Maine, the moment of landed in the ten inch shell room and the explosion he was in the stern of tried to get forward to the ten inch magazine but could make little headway as everything seemed to be blown down in that direction. He here found much fixed ammunition intact

is in good condition till you come to the jagged opening leading into the six shell room before mentioned. Here the steel engine was blown in.

Lieutenant Blow and Jungen indicated that the direction of the wreckage was from port to starboard. Private Edward McKay testified that he the time of the explosion. He was at the time looking over the side of the ship to see if there were any boats around. "There did not seem to be a ripple on the water," he said, "there was not a boat in sight. I did not have to challenge a boat that night. All at once, as I was looking over, there came a flash of fire which hit me in the face and knocked me almost half way across the deck. The explosion came immediately afterwards. . There was but one explosion, he said, it came after the first shock. Explaining far- | in the ordinance that the office of the ther, McKay said the ship seemed to rise up in the water and tip over to

Other witnesses examined were Corporal Thomson, of the marine corps; Sergeant Michael Mehan, of the marine corps: Apprentice C. J. Dressler, Apprentice Ambroce Ham, Naval Cadet Holden, Seaman Peter Larsen, Seaman ouis Morinere, Poatswain's Mate Charles Bergman, Landsman George Fox, Master at Arms John B. Lood, Landsman Michael Lanahan, Coal Passer Thomas Melville, Lieutenant Hutchins, Fireman William Gartrell and Naval Cadet Amon Bornson and

Mess Attendant Tarpin. Commander Converse, in his testinony, expressed the opinion that the bending of the plates on the bottom of the Maine could be produced by the explosion of a submarine mine taining a large amount of the lower explosives-gunpowder or similar-not in contact with the ship but some distance below it, perhaps on the bottom. He said that he had never in his experience seen any interior explosion hat was possible to produce the effect shown upon the Maine. He thought that necessarily there must have been an underwater mine to produce these explosions.

### EXAMINING BOARD.

Met Yesterday Afternoon in the

Mayor's Office and Organized. The members of the board recently appointed by Mayor Bailey to examine applicants for the office of plumbing nspector subscribed to the oath of office at 2.30 o'clock yesterday afternoon in the mayor's private office. The procedure was brief and simple. All the appointees were present. They are: I, F. Williams, architect; Joseph Evans and John Snyder, master plumbers; Thomas Cleary and Henry Woolsifer, journeymen plumbers.

It was decided by the board to meet Friday afternoon at the city hall for the examination of applicants. The ordinance creating the inspectorship provides that "the \* \* \* inspector shall be required before his appointment to pass an examination before the board and to produce to the select council on the occasion of his confirmation a certificate of competency from at least a majority of said board. and no member of said board shall be eligible to the office of plumbing in-

On his fourth trip down he slip down | The examination must be open to any where from five to fifteen seconds fol-lowing the first report came a great crane. The skin of the ship, he said, but the questions will cover both theory and practice and clerical ability.

The successful applicant is not named by the board. The board reports to the mayor, in writing, the names of persons to whom certificates have been issued and from this number the mayor makes a selection. After nomination by the mayor and confirmation by was on watch on the starboard side at | select council, the inspector may be removed for cause, the same as any other appointive official. Any candidate granted a certificate is eligible for appointment without re-examination during the three years after the granting of the certificate.

Members of the board of examiners will be paid \$15 each for conducting each series of examinations. A bond of \$3,000, none of the signers of which shall be engaged in any kind of plumbing industry, must be furnished by the inspector appointed. It is not provided inspector shall be in the city hall, though councils reserve the right to so provide. He will be required to keep on file all work inspected by him. His powers to enter buildings, where plumbing work is in progress, are unlimited.

THE "'98" CENTENNIAL.

Scranton Irishmen Arranging for Big Celebration.

Irish-American societies of the city have under way a celebration of the one hundredth anniversary of the "98" movement for the freedom of Ireland. It is proposed to have it on July 4. A parade in the morning with an open air meeting following is the most favored plan of celebrating. An effort will be made to secure Hon. W. Bourke Cockran and James Jeffrey Roche, edior of the Boston Pilot, as the main speakers.



NERVE AND BRAIN TREATMENT THE URIG. NAL, ALL OTHERS IMITATIONS,

IHE ORIG. NAL, ALL OTHERS IMITATIONS, Is sold under positive Written Guarantee, by authorized agents only, to cure Weak Memory, Dizziness, Wakefulness, Fits, Hysteria, Quickness, Bight Losses, Evil Dreams, Lack of Confidence, Nervousness, Lassitude, all Drains, Youthful Errors, or Excessivo Use of Tobacco, Opium, or Liquor, which leads to Misery, Consumption, Insanity and Death. At store or by mail, \$1 a box; six for \$5; with written guarantee to cure or refund mency. Sample package, containing five days treatment, with full instructions, 25 cents. One sample only sold to each person. At store or by mail.

Por Impotency, Loss of Power, Lost Manhood, Sterility or Barrenness, Stable Sterility or Barrenness, Stabox six for \$5, with written guarantee to cure in 30 days, At store Wm. J. C. Care and Stabox Vm. G. Clark, 326 Penn Ave., Scranton, Pa Eric and Wyoming Valley.

spector while acting in capacity of examiner."

The ordinance requires that notice of the examination shall be published at least three times in two daily papers.

In Effect Sept. 19, 1897.

Trains leave Scranton for New York and intermediate points on Eric railroad also for Hawley and local points at 7.06 a. m. and 2.25 p. m.

Arrive at Scranton from above points at 10.23 a. m. 8.15 and 9.38 p. m.

## Our Kid Glove Dept. On a New Basis

We have just acquired the Agency for Scranton of the celebrated "H. T. E. JOUVIN GLOVES."

This glove is known the world over as being made from the finest skins obtainable, and the most perfectly fitting glove that is manufactured. We place these on sale for the people of Scranton and vicinity in all the new spring shades, with 3 clasp fasteners,

### At \$1.50 Per Pair.

We also direct your attention to our extensive line of One Dollar Kid Gloves for Ladies.

We have these in all the staple and fancy shades with 2 clasp fasteners, and we recommend them, as they are the very best one dollar gloves that can be had.

> If you buy your Easter Gloves here, you are assured of entire satisfaction.

# onnolly & Wallace

127 and 129 Washington Avenue.

RAILROA) TIME TABLES RAILROAD

Schedule in Effect Nov. 28, 1897. Trains Leave Wilkes-Barre as Fol-

7.30 a. m., week days, for Sunbury Harrisburg, Philadalphia, Balti-

burg and the West. 10.15 a. m., week days, for Hazleton, Pottsville, Reading, Norristown, and Philadelphia; and for Sunbury, Harrisburg, Philadelphia, Baltimore, Washington and Pitts-

burg and the West. 3.12 p. m , daily, for Sunbury, Harrisburg, Philadelphia, Baltimore, Washington, and Pittsburg and

5.00 p. m., week days, for Hazleton and Pottsville. J. R. WOOD, Gen'l Pass Agent. J. B. HUTCHINSON, General Manager.

Del., Lacka. and Western. Effect Monday, Nov. 21, 1897.

Trains leave Scranton as follows: Ex-press for New York and all points East, 1.40, 3.00, 5.15, 8.00 and 10.05 a. m.; 12.55 and 1.40, 3.00, 5.15, 8.00 and 10.05 a. m.; 12.55 and 3.33 p. m.

Express for Easton, Trenton, Philadelphia and the South, 5.15, 8.00 and 10.29 a. a., 12.55 and 3.33 p. m.

Washington and way stations, 3.45 p. m.
Tobyhanna accommodation, 6.19 p. m.
Express for Binghamton, Oswego, Elmira, Coruing, Bath, Dansville, Mount Morris and Buffalo, 12.10, 2.25, 9.00 a. m., and 1.55 p. m., making close connections at Buffalo to all points in the West, Northwest and Southwest.
Binghamton and way stations, 1.05 p. m.
Binghamton and Elmira express, 5.55 p. m. Binghamton and Emilia Ceptes, p. m.
Express for Utica and Richfield Springs, 2.55 a. m., and 1.55 p. m.
Ithaca. 2.35, 9.60 a. in., and 1.55 p. m.
For Northumberland, Pittston, Wilkes-Barre, Plymouth, Bloomsburg and Danville, making close connections at Northumberland for Williamsport, Harrisburg, Baltimore, Washington and the South.
Northumberland and intermediate stations, 6.60, 10.05 a. m., and 1.55 and 6.60 p. m. Nanticoke and intermediate stations, 8.08 and 11.10 a. m. Plymouth and intermediate stations, 3.35 and 8.59 p. m. For Kingston, 12.46 p. m.

Pullman parlor and sleeping coaches on all express trains.

For detailed information, pocket timetables, etc., apply to M. L. Smith, District Passenger Agent, depot ticket office. Nanticoke and intermediate stations.

Central Railroad of New Jersey (Lehigh and Susquehanna Division,) Stations in New York-Foot of Liberty street, N. R., and South Ferry Whitehall Anthracite coal used exclusively, insuring cleanliness and comfort. TIME TABLE IN EFFECT FEB. 20, 1898.

Trains leave Scranton for Pittston, Wilkes-Barre, etc., at 8.29, 10.10 a. m., 1.29, 2.35, 3.29, 7.10 p. m. Sundays, 9.00 a. m., 1.00, 2.15, 7.10 p. m.

For Lakewood and Atlantic City, 8.20 a. m.

For New York, Newark and Elizabeth, \$20 (express) a. m., 1.20 (express with Buffet parlor car), 3.20 (express) p. m. Sunday, 2.15 p. m. Train leaving 1.20 p. m. arrives at Philadelphia, Reading Terminal, 7.17 p. m. and New York 7.05 p. m. For Mauch Chunk, Allentown. Bethlehem, Easton and Philadelphia, 8.20 a. m., 1.20, 3.20 p. m. Sundays, 2.15 p. m.

For Baltimore and Washington and points South and West via Bethlehem, 2.20 a. m., 1.20 p. m. Sundays, 2.15 p. m.

For Long Branch, Ocean Grove, etc., at 8.20 a. m., and 1.20 p. m.

For Long Branch, Ocean Grove, etc., at 8.20 a. m. and 1.20 p. m.

For Reading, Lebanon and Harrisburg, via Allentown, 8.20 a. m., 1.20 p. m. Sundays, 2.15 p. m.

For Pottsville, 8.20 a. m., 1.20 p. m. Sunday, 2.15 p. m.

For Pottsville, 8.20 a. m., 1.20 p. m.

Returning, leave New York, foot of Liberty street, North River, at 4.09, 9.10 (express) a. m., 1.30 (express with Buffet parlor car) p. m. Sunday, 4.20 a. m.

Leave New York, South Ferry, foot Whitehall street, at 9.08 a. m., 1.25 p. m.

Passenger's arriving or departing from this terminal can connect under cover with all the elevated railroads, Broadway cable cars, and ferries to Brooklyn and Staten Island, making quick transfer to and from Grand Central Depot and Long Island Railroad.

Leave Philadelphia, Reading Terminal, 9.00 a. m., 200 p. m. Sunday, 6.25 a. m.

Through tickets to all points at lowest rate may be had on application in advance to the ticket agent at the station.

H. P. BALDWIN, Gen. Pass. Agt.

J. U. OLHAUSEN, Gan. Sent. For New York, Newark and Elizabeth.

Delaware and Hudson.

Delaware and Hudson.
On Monday, Feb. 21, trains will leave
Scranton as follows:
For Carbondale—6.20, 7.55, 8.55, 10.15 a.
m.; 12.00 noon; 1,21, 2.20, 3.52, 5.25, 6.25, 7.57,
8.15, 11.00 p. m.; 1.16 a. m.
For Albany, Saratoga, Montreal, Boston, New England points, etc., 6.29 a. m.,
2.20 p. m.
For Honesdale—6.20, 8.55, 10.15 a. m.;
12.00 noon; 2.20, 5.25 p. m. 12:00 noon; 2:20, 5:25 p. m. For Wilkes-Barre—6:15, 7:50, 8:45, 9:38, 10:45 a. m.; 12:05, 1:25, 2:21, 3:33, 4:41, 6:10, 7:50, 10:28, 11:39 p. m.

19.45 a. m.: 12.05, 1.25, 2.71, 3.33, 4.41, 6.10, 7.50, 0.25, 11.39 p. m.

For New York, Philadelphia, etc., vin Lehigh Valley R. R. 6.45 a. m., 12.05, 1.25, 44 p. m. (with Black Diamond Express), 11.39 p. m.

For Pennsylvania R. R. points—6.45, 9.38 a. m.; 2.21, 4.41 p. m.

For western points via Lehigh Valley R. R., 7.50 a. m., 12.05, 3.33 (with Black Diamond Express), 19.25, 11.39 p. m.

Trains will arrive at Scranton as follows:

Trains will arrive at Scranton as 101lows:
From Carbondale and the north—6.40,
7.45, 8.40, 9.34, 10.40 a. m.; 12.00 noon; 1.20,
2.18, 3.25, 4.37, 5.45, 7.45, 10.25, 11.27 p. m.
From Wilkes-Barre and the south—6.15,
7.50, 8.50, 10.10, 11.55 a. m.; 1.16, 2.14, 3.48,
5.20, 6.21, 7.53, 9.65, 10.65 p. m.; 1.13 a. m.
Complete information regarding rates
to all points in the United States and
Canada may be obtained at the ticket office in the depot.
Special attention given to Western and
Southern resort business.

Southern resort business. I. W. BURDICK, G. P. A., Albany, N. Y. H. W. CROS3, D. P. A., Scranton, Pa.

Lehigh Valley Railroad System Anthracite Coal Used, Ensuring Cleanli

6.00 p. m.

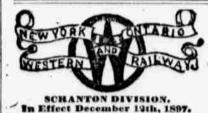
For White Haven, Huzleton, Pottsville, and principal points in the coal regions via D. & H. R. R., 6.45, 12.05, 2.21 and 4.41

p. m.
For Bethlehem, Easton, Reading, Har-risburg and principal intermediate sta-tions via D. & H. R. R., 6.45 a. m., 12.05, 2.21, 4.41 (Black Diamond Express), 11.30 p. m. For Tunkhannock, Towarda, Elmira For Tunkhannock, Towarda, Elmfra, Ithaca, Geneva and principal intermediate stations, via D., L. & W. R. R., 8.08 a. m., 12.45 and 3.35 p. m.

For Geneva, Rochester, Buffalo, Niagara Falls, Chicago and ail points west via D. & H. R. R., 12.05, 3.32 (Black Diamond Express), 10.28 and 11.30 p. m.

Fullman parlor and sleeping or Lehigh Valley parlor cars on all trains between Wilkes-Barre and New York, Philadelphia, Buffalo and Suspension Bridge. phia, Buffalo and Suspension Bridge, ROLLIN H. WILBUR, Gen. Supt. CHAS. S. LEE, Gen. Pass. Agt., Phila-

delphia, Pa. A. W. NONNEMACHER, Asst. General Pass. Agt., Philadelphia, Pa. Scranton office, 309 Lackawanna avenue.



In Effect December 13th, 1897. (Trains Dally, Bx-P M Arrive Leave 7 25 N Y Franklin St. 7 10 West 42nd street 7 00 Weehawken P M Arrive Leave Starlight Preston Park Winwood Poyntelle Orson
Pleasant Mt.
Uniondale
Forest City
Carbondale
White Bridge
Mayfield
Jermyn Jermyn Archibald Winton Peckville Olyphant

All trains run daily except sunday.

f. signifies that trains stop on signal for pas-

Arrive

A M Leave



E. GREWER Old Post-Office Building, Cor. Spruce St. and Penn Ave., Scranton, Pa

lias returned from his Western Trip, and will now remain permanent-ly at his home office.

THE DOCTOR IS A GRADUATE OF THE UNIVERSITY OF PENNSYLVANIA, FORMERLY DEMONSTRATOR OF PHYSIOLOGY AND SURGERY AT THE MEDICO-CHIRURGICAL COLLEGE AT PHILADELPHIA, HIS SPECIALTIES ARE CHRONIC, NERVOUS, SKIN, HEART
WOMB AND BLOOD
DISEASES.

The doctor and his staff of English and German phsicians make a specialty of all form of Chronic Nervous Diseases, Skin, Womb, Blood Diseases,

Including Epileptic Fits. Convulsions. Hysteria, St. Vitus' Dance, Wakefulness, BRAIN WORKERS, both men and wo men, whose nervous systems have been broken down and shattered from overwork, no matter from what cause, can be restored by my method.

All who call upon the Doctor from now on will receive advice, examination, ser-vice and examination free. Dr. Grewer's high standing in the State will not allow him to accept any incurable cases. If him to accept any incurable cases. If they cannot cure you they will frankly

Diseases of the Nervous System, The symptoms of which are dizziness, lack of confidence, sexual weakness in men and women, ball rising in the throat, spots floating before the eyes, loss of memory, mable to concentrate the mind memory, unable to concentrate the mind on one subject, easily startled when spoken suddenly to, and dull, distressed mind, which units them for performing the actual duties of life, making happiness impossible, distressing the action of the heart, causing flush of heat, depression of spirits, evil forebodings, cowardice, fear, dreams, melancholy, tire easy of company, feeling as tired in the morning as when retiring, lack of energy, nervousness, constipation, weakness of the limbs, etc. Those so affected should consult us immediately and be restored to perfect health.

Lost Manhood Restored, Weakness of Young Men Cured.

Mes Cured.

If you have been given up by your physician call upon the doctor and be examined. He cures the worst kind of Nervous Debility, Scrofula, Old Sores, Catarrh, Piles, Female Weakness, Affections of the Eye, Ear, Nose, Throat, Asthma, Deafness and Cripples of every description. Tumors, Cancers and Goiters removed without the use of knife or painful caustics by our newly devised absorbent method known as the "ELECTRO-GERMI-CIDE." And our OZO-NITE GAS cures Catarrh

and Catarrhal Deafness.
Consultation free and strictly sacred and confidential. Office hours duily from 19 a. m. to S. 20 p. m. Sunday from 12 p. m. to 2 p, m.

