

SALT RHEUM

Most torturing and disfiguring of itching, burning, scaly skin and scaly humors is instantly relieved by a warm bath with CURSURA SOAP, a single application of CURSURA OINTMENT, the great skin cure, and a full dose of CURSURA ABSOLUTE, greatest of blood purifiers and humor cures, when all else fails.

Cuticura

WITCH HAZEL OIL

C Piles or Hemorrhoids
U Fissures & Fistulas
R Burns & Scalds
E Wounds & Bruises
S Cuts & Sores
Boils & Tumors
Eczema & Eruptions
Salt Rheum & Tetter
Chapped Hands
Fever Itches
Sore Lips & Nostrils
Corns & Bunions
Stings & Bites of Insects
Three Sizes, 50¢, 1.00, 1.50

Sold by druggists, or by post-paid on receipt of price.

MADE ME A MAN

AMAX TABLETS POSITIVELY CURE...
Cure general or special debility, weakness, nervousness, indigestion, constipation, headache, dizziness, etc. Corrects functional disorders, caused by errors of excess, quickly restoring lost vitality in old or young, giving vigor and strength where former weakness prevailed. Convenient packages, simple, effective, and legitimate. Cures are quick and thorough.

WITCH HAZEL OIL

WITCH HAZEL OIL...
Cure general or special debility, weakness, nervousness, indigestion, constipation, headache, dizziness, etc. Corrects functional disorders, caused by errors of excess, quickly restoring lost vitality in old or young, giving vigor and strength where former weakness prevailed. Convenient packages, simple, effective, and legitimate. Cures are quick and thorough.

TANSY PILLS

Wanted—An Idea...
Who can think of a better idea than to patent a thing to sell? Write JOHN WEDDINGTON & CO., Patent Attorneys, Washington, D.C. They will give you a list of two hundred inventions waiting.

BUCKNELL UNIVERSITY

College, with four courses of study leading to degrees: Academy, a preparatory school; Ladies' Institute, a refined boarding school; Music School for both sexes; and Art Studio.

THE SUNDAY

The first of American Newspapers, CHARLES A. DANA, Editor.
The American Constitution, the American Idea, the American Spirit. These first, last and all the time, forever.
Daily, by mail, \$6 a year
Daily & Sunday, by mail, \$8 a year

GRAY HAIR RESTORED

Small precautions often prevent great mishaps. DeWitt's Little Early Blisters are very small pills in size, but most effective in preventing the most serious forms of liver and stomach troubles. They cure constipation and headache and regulate the bowels.

The Rosy Freshness

And a velvety softness of the skin is invariably obtained by those who use Pore-O-Lin Complexion Powder.

A TERRIFIC TORNADO.

It Strikes Towns Along the Gulf Coast of Texas.
SIX ARE DEAD AT PORT ARTHUR.

Sabine Pass Said to Be Engulfed in Six Feet of Water, and Loss of Life There is Probably Heavy—Telegraphic Communication Stopped.

Port Arthur, Tex., Sept. 14.—A tornado, terrible in its velocity, struck this little city at an early hour Saturday evening. Six people are known to have been killed, while many others were injured. The dead are Frank Albright, Kansas City, employed by electric light company; George Martin, bricklayer, residence unknown; 13-year-old, daughter of William Ainsworth; infant son of W. H. Johnson, blown from his mother's arms and drowned; George Wilson.

The injured, Mrs. Roy Stafford, right leg broken near hip; Roy Stafford, legs badly bruised; little daughter of Roy Stafford, seriously injured. The bodies of the victims have been sent to Beaumont for interment, no cemetery having as yet been started here. Many buildings were blown down, including the railroad roundhouse, where May Ainsworth was killed. From early morning the sky was threatening, and a stiff gale blew. No rain of consequence fell until 4 p. m., and then it was accompanied by a heavy rain which increased in intensity until it reached the velocity of 80 miles an hour.

Advices from Winnie, Tex., show that nearly all the houses there have been blown down and torn away. At Webb all of the barns and one house were demolished and scattered over the country. Nothing can be heard from Sabine Pass, as all telegraphic communication has been interrupted. A relief train left Beaumont last night for Port Arthur and Sabine Pass. It is known that much destruction was wrought at Sabine Pass, with probable heavy loss of life. Everything possible is being done to establish communication with that place.

The following telegram was received from Beaumont at a late hour: "The relief train has just returned from Sabine Pass. It could not get nearer than eight miles from Sabine Pass. It is reported that the new town is completely gone. Nothing heard from the old town. From reports things look bad here."
Of yesterday's disaster at Sabine Pass, the Pittsburg and Gulf states say: At Sabine Pass the loss is one schooner, four tugs and many buildings, but no more people drowned, including Moore and Kettle, contractors, and there is six feet of water in Sabine City.

President A. E. Stillwell, of the Pittsburg and Gulf, last night wired his representatives at Port Arthur that the company would advance \$10,000 to repair the damage to homes in Port Arthur and would arrange today for the expenditure of the money. The damage to the pier will be repaired at once.

The Gulf officials have thus far been unable to reach any point south of West Lake. Last night 77 miles north of Port Arthur. Nothing definite was known at that point of the hurricane. General Manager Gillham stated to a reporter that he has received a business message from Beaumont, as near as 70 miles from Port Arthur, but no information of a severe storm was given.

Constipation is the cause of all sorts of serious disorders of the blood. Strong cathartics are worse than useless. Burdock Blood Bitters is nature's own remedy for troubles of this sort.

The Oakland Water Front Case. San Francisco, Sept. 14.—The celebrated Oakland water front case was decided by the supreme court yesterday. The greater portion of the water front is declared to be the property of the state of California. A small part is awarded to the Oakland Water Front company, but the city of Oakland gets nothing.

Idaho's Penitentiary Soundst. Boise, Idaho, Sept. 14.—An investigation of the penitentiary conspiracy has developed some astounding facts. It is understood the discovery has been made that a number of keys have in some mysterious manner fallen into the possession of the convicts. It also developed that drugs and other dangerous articles have been smuggled into the prisoners. The result of the investigation is liable to implicate some who would never be suspected by the public.

The "Bicycle's Best Friend" is a familiar name for DeWitt's Witch Hazel Salve, which is a household remedy for all sorts of ailments of the skin. It never fails. C. H. Hagenbach.

Fort's Minors Meet Death. Madras, Sept. 14.—A most serious accident has occurred at the Champion Reefs mine. Forty persons are known to have been killed.

The Weather. For eastern Pennsylvania, New Jersey and Delaware: Generally fair; westerly winds.

A GREAT SURPRISE IS IN STORE for those who will go to-day and get a package of GRAIN-O. It takes the place of coffee at about 1/4 the cost. It is a food drink, full of health, and can be given to the children as well as the adult with great benefit. It is made of pure grains and looks and tastes like the finest grades of Mocha or Java coffee. It satisfies everyone. A cup of GRAIN-O is better for the system than a tonic, because its benefit is permanent. With coffee breaks down GRAIN-O builds up. Ask your grocer for Grain-O. 10c and 25c.

American Smugglers Impounded. Washington, Sept. 14.—United States Vice Consul Bernhard, at Georgetown, Honduras, reports to the state department that the American schooner Alice Vane has been confiscated and her crew imprisoned for smuggling at the port of Omoa, on the north coast of Honduras.

Abducting City Clerk Captured. Cape May, N. J., Sept. 14.—George Board, alias George Myers, the abducting city clerk of Evanston, Ill., wanted for embezzlement of \$9,000, was arrested yesterday at Cape May Point.

Small precautions often prevent great mishaps. DeWitt's Little Early Blisters are very small pills in size, but most effective in preventing the most serious forms of liver and stomach troubles. They cure constipation and headache and regulate the bowels.

GET APPETITE.

IF YOU DON'T, YOU WILL NEVER BE STRONG AND HEALTHY.
Appetite is one thing that you can't afford to be without, for without it your health, strength and comeliness flit out of the window.
Poor appetite means weak stomach, starved body, sick individual. Good appetite the opposite.
Poor appetite is a sign that your stomach is too weak for digestion. You can aid it with the Shaker Digestive Cordial.

When your stomach is able to digest all the food that your body needs, you will have a good appetite. Not before.
Good food, well digested, means strength and a long, healthy life. Indigestible food creates poison which attacks the whole body, and may give you headache, dizziness, nervousness, mental depression, stomachache, fever, nervousness, offensive breath, anæmia, rheumatism, etc.

All these disorders will be relieved if you will take Shaker Digestive Cordial. It is a pure vegetable digestive and natural invigorator, which aids the stomach, purifies the system of the poisons of indigestion and makes you strong, fat and healthy.

Shaker Digestive Cordial does not act on the liver, but on the undigested food in the stomach. It cures indigestion or biliousness without irritating the liver or any of the internal organs.
At druggists. Ten cents for a trial bottle. Write for free book to The Shakers, 30 Reed Street, New York.

Personally-Conducted Tours via Pennsylvania Railroad.
That the public have come to recognize the fact that the best and most convenient method of pleasure travel is that presented by the Pennsylvania Railroad Company's personally-conducted tours, is evidenced by the increasing popularity of these tours. Under this system the lowest rates are obtained for both transportation and hotel accommodations. An experienced tourist agent and chaperon accompany each tour to look after the comfort of the passenger.
The following tours have been arranged for the season of 1907—

To Niagara Falls, excursion tickets good to return within ten days will be sold on July 21, August 5 and 19, September 2 and 16, at rate of \$10 from Philadelphia, Baltimore, and Washington. These tickets include transportation only, and will permit of stop over within limit at Buffalo, Rochester, and Watkins on the return trip.
Two ten-day tours to Gettysburg, Luray Caverns, Natural Bridge, Virginia Hot Springs, Richmond, and Washington, September 25 and October 12. Rate, \$65 from New York, \$63 from Philadelphia.

No man or woman can enjoy life or accomplish anything in this world unless he is free from the grip of DeWitt's Little Early Blisters, the pills that cleanse that organ, quickly. C. H. Hagenbach.

Low Rate Excursions via Pennsylvania Railroad.
The Pennsylvania Railroad Company will run a series of ten-day excursions to Niagara Falls, leaving Philadelphia, Baltimore and Washington on July 22, August 5 and 19, and September 4 and 18. An experienced tourist agent and chaperon accompany each excursion.

Excursion tickets, good for return passage on any regular train, excursions to Niagara Falls, leaving Philadelphia, Baltimore and Washington on July 22, August 5 and 19, and September 4 and 18. An experienced tourist agent and chaperon accompany each excursion.
A special train of Pullman parlor cars and day coaches will be run with each excursion.
For further information apply to nearest ticket agent, or address Geo. W. Bop, Assistant General Passenger Agent, Broad Street Station, Philadelphia.

Moments are useless if trifled away; and they are dangerously wasted if consumed by delay in the treatment of DeWitt's Little Early Blisters, which would bring immediate relief. C. H. Hagenbach.

Prison Board Sent to Prison. Evans, Pa., Sept. 14.—The entire election board of the Fourth ward of South Bethlehem was yesterday afternoon convicted of violations of the election laws and were sentenced by Judge Scott to undergo 60 days' imprisonment and pay a fine of \$100 a piece. The board was composed of Conrad Keilman, Judge; Michael Degan and Charles Longacre, inspectors; Matthew McCue and Charles Walker, clerks.

Don't Tobacco Spit and Smoke Your Life Away.
If you want to quit tobacco using easily and forever, be made well, strong, magnetic, full of new life and vigor, take No-To-Bac, the wonder-worker that makes weak men strong. Many men find it in ten days. Over 400,000 cured. Buy No-To-Bac from your own druggist, who will guarantee a cure. 50c or \$1.00. Booklet and sample mailed free. Ad. Sterling Remedy Co., Chicago or New York.

Coming Events. Sept. 15.—Ice cream festival under auspices of Patriotic Drama Corps, in Robbins opera house.
Sept. 18.—Second grand ball on ascent and picnic at Columbia park, under the auspices of the Independent Social Club.

To heal the broken and diseased tissues, to soothe the irritated surfaces, to instantly relieve and to permanently cure is the mission of DeWitt's Witch Hazel Salve. C. H. Hagenbach.

DR. THEEL 604 N. Sixth St. PHILADELPHIA, PA.
CURE GUARANTEED. NERVE, SPECIAL DISEASES, VARIETIES, STRICTURES, NO CUTTING. Small Unexcused Organs of Last Month. BLOOD POISON. In all cases. Fresh cases cured in 1 to 14 days. Only 10c per bottle. Postpaid. Quack & Co. Philadelphia, Pa.

SEELIG'S That's why they enjoy their COFFEE. Any grocer can tell you why customers keep coming back for SEELIG'S. Only a package.

DR. DIX'S Celebrated Female Powders never fail. Cures all sorts of female ailments. Only a package.

THE HAND THAT ROCKS THE CRADLE

rules the world. But few appreciate the danger to which the expectant mother is exposed, and the foreboding with which she looks forward to the hour of approaching motherhood. By the use of "Mother's Friend" the body is made to yield pleasantly to the change. Headache and nausea are dispelled, the depressed and nervous feeling yields to one of hopeful expectation. Danger to life of mother is avoided, and she passes through the trial quickly and her recovery is rapid. Sent by Mail on receipt of price, \$1.00. Book to "Expectant Mothers" free upon application. The Bestfield Regulator Co., Atlanta, Ga. SOLD BY ALL DRUGGISTS.

LE BRUN'S FOR EITHER SEX. This remedy being injected directly to the seat of those diseases of the Genito-Urinary Organs, requires no change of diet. Care should be taken to use it 10 to 15 days. Small pack price, by mail, \$1.00. Sold only by S. P. KIRLIN, Shenandoah.

GUESS IT MUST HAVE BEEN A LADY MAN WHO FIRST THOUGHT OF USING CORK SHAVINGS for a bed—they're so comfortable—just the thing to suggest an easy time. For sale by dealers everywhere.

ARMSTRONG CORK CO., PITTSBURG, PA.

"Complete Manhood" AND "How to Attain It." A Wonderful New Medical Book, written for Men Only. One copy may be had free, mailed, in plain envelope, on application.

ERIE MEDICAL CO., 64 Niagara St., BUFFALO, N. Y.

DEAD STUCK FOR BUGS. Kill Flies, Mosquitoes, Flies, Moths and Bedbugs. Non-poisonous, non-staining. Large bottles, at druggists and grocery stores.

CHRIST. SCHMIDT Agent and Bottler of... LAUER'S LAGER AND PILSNER BEERS, Porter and Weiss Beer. FINEST, PUREST, AND HEALTHIEST.

203 W. Coal Street, SHENANDOAH, PA.

PHILA. & READING RY. IN EFFECT SEPTEMBER 1, 1907.

Trains leave Shenandoah as follows: For New York via Philadelphia, week days, 7:30, 8:00, 9:04 a. m., 12:35, 3:10 and 6:07 p. m. Sundays, 10 a. m.

For New York via Mauch Chunk, week days, 7:30, 8:00, 9:04 a. m., 12:35, 3:10 and 6:07 p. m. Sundays, 10 a. m.

For Reading and Philadelphia, week days, 7:30, 8:00, 9:04 a. m., 12:35, 3:10 and 6:07 p. m. Sundays, 10 a. m.

For Williamsport, Sunbury and Lewisburg, week days, 8:30, 9:30, 11:30 a. m., and 7:25 p. m. Sundays, 10 a. m.

For Mahanoy Place, week days, 7:30, 8:30, 9:30, 10:30, 11:30 a. m., 12:35, 3:10 and 6:07 p. m. Sundays, 10 a. m.

For Ashland and Shamokin, week days, 7:30, 8:30, 9:30, 10:30, 11:30 a. m., 12:35, 3:10 and 6:07 p. m. Sundays, 10 a. m.

For Baltimore, Washington and the West via B. & O. E. R., through train, leave Reading Terminal, Philadelphia, (P. & R. E. R.) at 7:30, 8:30, 9:30, 10:30, 11:30 a. m., 12:35, 3:10 and 6:07 p. m. Sundays, 10 a. m.

For Reading, week days, 1:35, 7:10, 10:08, 11:30 a. m., 4:19, 6:00 and 7:20 p. m. Sundays, 1:35 a. m.

For Pottsville, week days, 7:30, 8:30, 9:30, 10:30, 11:30 a. m., 12:35, 3:10 and 6:07 p. m. Sundays, 10 a. m.

For Mahanoy City, week days, 12:35, 6:45, 9:15, 11:45 a. m., 3:15, 6:17, 7:44 and 10:08 p. m. Sundays, 10 a. m.

For Mahanoy Place, week days, 12:35, 6:45, 9:15, 11:45 a. m., 3:15, 6:17, 7:44 and 10:08 p. m. Sundays, 10 a. m.

For Williamsport, week days, 7:42, 10:10 a. m., 4:00 and 11:30 p. m. Sundays, 11:30 a. m.

ATLANTIC CITY DIVISION. Leave Philadelphia Chestnut street and South street wharf for Atlantic City. Weekdays—Express, 8:00, 9:00, 10:45 a. m., 3:00, 4:00, 5:00, 6:00, 7:00, 8:00, 9:00, 10:00, 11:00, 12:00 p. m. Accommodation, 8:00 a. m., 10:00, 6:30 p. m.

Sundays—Express, 7:30, 8:00, 9:00, 10:00, 11:00, 12:00 p. m., 4:30 p. m., 8:30 p. m. Accommodation, 8:00 a. m., 4:30 p. m., 8:30 p. m. Connection train to foot of Mississippi Ave., 7:00 a. m. daily.

Returning leave Atlantic City depot, corner Atlantic and Arizona streets. Weekdays—Express, 7:45, 9:00, 10:15, 11:30 a. m., 4:00, 5:00, 6:00, 7:00, 8:00, 9:00, 10:00, 11:00, 12:00 p. m. Accommodation, 7:45 a. m., 4:00 p. m., 8:00 p. m. Connection train from foot of Mississippi Ave., 6:10 p. m.

Parlor Cars on all express trains.

WEDDING PROVERB

Came Back to Avoid Starvation During the Coming Winter. A VERY TEMPESTUOUS VOYAGE. Train of Gold Seekers Who Started on the Eliza Anderson, a Vessel Known by Her Owners to Be Unseaworthy—Another Eliza Gold Field.

Seattle, Wash., Sept. 14.—The steamer Humboldt arrived here yesterday, bringing some passengers who had started for the Klondike gold fields, but who had given up the trip in despair. A second party, who came back on the Humboldt, says he came out to avoid starvation at Dawson. He said: "Thus far upwards of 1,200 men have pushed their way over the passes from Skagway and Dyea and have arrived at Dawson City. The influx of miners over the passes has frightened the Klondikers in the interior, and all that can be coming to winter in the states and thus avoid what they believe will be a winter of hardship, suffering and probably murder and thieves."

W. H. Price, of Danville, Ill., who went up on the Eliza Anderson, and who left that vessel at Dutch Harbor, also returned on the Humboldt. He said: "The entire trip was a series of misadventures. The third day out from Dixon's entrance, bad weather came on and the wind blew terrifically. The waves would lift the guard up and leap in under it. During the first night after the storm began, the rudder chain broke five times. Of course, after this broke there was no controlling the boat. Every minute it seemed she would go over, and the passengers were thrown out of their bunks. The crew was insufficient to man the pumps, so the passengers took them in charge. We kept this up for 48 hours, and during that time the Anderson drifted back 14 miles."

The second day of our trouble the other vessels were in sight. Then the Eliza, along with the Bryant and Polaris, broke loose and the captain of the Holyoke turned about with the other two boats in tow and picked up the Moravia. We arrived within 100 miles of Dutch Harbor when the sea gave out. We were riding a small boat to sea out for relief when we sighted the Moravia. The first night after the storm began, the rudder chain broke five times. Of course, after this broke there was no controlling the boat. Every minute it seemed she would go over, and the passengers were thrown out of their bunks. The crew was insufficient to man the pumps, so the passengers took them in charge. We kept this up for 48 hours, and during that time the Anderson drifted back 14 miles."

The second day of our trouble the other vessels were in sight. Then the Eliza, along with the Bryant and Polaris, broke loose and the captain of the Holyoke turned about with the other two boats in tow and picked up the Moravia. We arrived within 100 miles of Dutch Harbor when the sea gave out. We were riding a small boat to sea out for relief when we sighted the Moravia. The first night after the storm began, the rudder chain broke five times. Of course, after this broke there was no controlling the boat. Every minute it seemed she would go over, and the passengers were thrown out of their bunks. The crew was insufficient to man the pumps, so the passengers took them in charge. We kept this up for 48 hours, and during that time the Anderson drifted back 14 miles."

The second day of our trouble the other vessels were in sight. Then the Eliza, along with the Bryant and Polaris, broke loose and the captain of the Holyoke turned about with the other two boats in tow and picked up the Moravia. We arrived within 100 miles of Dutch Harbor when the sea gave out. We were riding a small boat to sea out for relief when we sighted the Moravia. The first night after the storm began, the rudder chain broke five times. Of course, after this broke there was no controlling the boat. Every minute it seemed she would go over, and the passengers were thrown out of their bunks. The crew was insufficient to man the pumps, so the passengers took them in charge. We kept this up for 48 hours, and during that time the Anderson drifted back 14 miles."

The second day of our trouble the other vessels were in sight. Then the Eliza, along with the Bryant and Polaris, broke loose and the captain of the Holyoke turned about with the other two boats in tow and picked up the Moravia. We arrived within 100 miles of Dutch Harbor when the sea gave out. We were riding a small boat to sea out for relief when we sighted the Moravia. The first night after the storm began, the rudder chain broke five times. Of course, after this broke there was no controlling the boat. Every minute it seemed she would go over, and the passengers were thrown out of their bunks. The crew was insufficient to man the pumps, so the passengers took them in charge. We kept this up for 48 hours, and during that time the Anderson drifted back 14 miles."

The second day of our trouble the other vessels were in sight. Then the Eliza, along with the Bryant and Polaris, broke loose and the captain of the Holyoke turned about with the other two boats in tow and picked up the Moravia. We arrived within 100 miles of Dutch Harbor when the sea gave out. We were riding a small boat to sea out for relief when we sighted the Moravia. The first night after the storm began, the rudder chain broke five times. Of course, after this broke there was no controlling the boat. Every minute it seemed she would go over, and the passengers were thrown out of their bunks. The crew was insufficient to man the pumps, so the passengers took them in charge. We kept this up for 48 hours, and during that time the Anderson drifted back 14 miles."

The second day of our trouble the other vessels were in sight. Then the Eliza, along with the Bryant and Polaris, broke loose and the captain of the Holyoke turned about with the other two boats in tow and picked up the Moravia. We arrived within 100 miles of Dutch Harbor when the sea gave out. We were riding a small boat to sea out for relief when we sighted the Moravia. The first night after the storm began, the rudder chain broke five times. Of course, after this broke there was no controlling the boat. Every minute it seemed she would go over, and the passengers were thrown out of their bunks. The crew was insufficient to man the pumps, so the passengers took them in charge. We kept this up for 48 hours, and during that time the Anderson drifted back 14 miles."

The second day of our trouble the other vessels were in sight. Then the Eliza, along with the Bryant and Polaris, broke loose and the captain of the Holyoke turned about with the other two boats in tow and picked up the Moravia. We arrived within 100 miles of Dutch Harbor when the sea gave out. We were riding a small boat to sea out for relief when we sighted the Moravia. The first night after the storm began, the rudder chain broke five times. Of course, after this broke there was no controlling the boat. Every minute it seemed she would go over, and the passengers were thrown out of their bunks. The crew was insufficient to man the pumps, so the passengers took them in charge. We kept this up for 48 hours, and during that time the Anderson drifted back 14 miles."

The second day of our trouble the other vessels were in sight. Then the Eliza, along with the Bryant and Polaris, broke loose and the captain of the Holyoke turned about with the other two boats in tow and picked up the Moravia. We arrived within 100 miles of Dutch Harbor when the sea gave out. We were riding a small boat to sea out for relief when we sighted the Moravia. The first night after the storm began, the rudder chain broke five times. Of course, after this broke there was no controlling the boat. Every minute it seemed she would go over, and the passengers were thrown out of their bunks. The crew was insufficient to man the pumps, so the passengers took them in charge. We kept this up for 48 hours, and during that time the Anderson drifted back 14 miles."

The second day of our trouble the other vessels were in sight. Then the Eliza, along with the Bryant and Polaris, broke loose and the captain of the Holyoke turned about with the other two boats in tow and picked up the Moravia. We arrived within 100 miles of Dutch Harbor when the sea gave out. We were riding a small boat to sea out for relief when we sighted the Moravia. The first night after the storm began, the rudder chain broke five times. Of course, after this broke there was no controlling the boat. Every minute it seemed she would go over, and the passengers were thrown out of their bunks. The crew was insufficient to man the pumps, so the passengers took them in charge. We kept this up for 48 hours, and during that time the Anderson drifted back 14 miles."

The second day of our trouble the other vessels were in sight. Then the Eliza, along with the Bryant and Polaris, broke loose and the captain of the Holyoke turned about with the other two boats in tow and picked up the Moravia. We arrived within 100 miles of Dutch Harbor when the sea gave out. We were riding a small boat to sea out for relief when we sighted the Moravia. The first night after the storm began, the rudder chain broke five times. Of course, after this broke there was no controlling the boat. Every minute it seemed she would go over, and the passengers were thrown out of their bunks. The crew was insufficient to man the pumps, so the passengers took them in charge. We kept this up for 48 hours, and during that time the Anderson drifted back 14 miles."

The second day of our trouble the other vessels were in sight. Then the Eliza, along with the Bryant and Polaris, broke loose and the captain of the Holyoke turned about with the other two boats in tow and picked up the Moravia. We arrived within 100 miles of Dutch Harbor when the sea gave out. We were riding a small boat to sea out for relief when we sighted the Moravia. The first night after the storm began, the rudder chain broke five times. Of course, after this broke there was no controlling the boat. Every minute it seemed she would go over, and the passengers were thrown out of their bunks. The crew was insufficient to man the pumps, so the passengers took them in charge. We kept this up for 48 hours, and during that time the Anderson drifted back 14 miles."

The second day of our trouble the other vessels were in sight. Then the Eliza, along with the Bryant and Polaris, broke loose and the captain of the Holyoke turned about with the other two boats in tow and picked up the Moravia. We arrived within 100 miles of Dutch Harbor when the sea gave out. We were riding a small boat to sea out for relief when we sighted the Moravia. The first night after the storm began, the rudder chain broke five times. Of course, after this broke there was no controlling the boat. Every minute it seemed she would go over, and the passengers were thrown out of their bunks. The crew was insufficient to man the pumps, so the passengers took them in charge. We kept this up for 48 hours, and during that time the Anderson drifted back 14 miles."

The second day of our trouble the other vessels were in sight. Then the Eliza, along with the Bryant and Polaris, broke loose and the captain of the Holyoke turned about with the other two boats in tow and picked up the Moravia. We arrived within 100 miles of Dutch Harbor when the sea gave out. We were riding a small boat to sea out for relief when we sighted the Moravia. The first night after the storm began, the rudder chain broke five times. Of course, after this broke there was no controlling the boat. Every minute it seemed she would go over, and the passengers were thrown out of their bunks. The crew was insufficient to man the pumps, so the passengers took them in charge. We kept this up for 48 hours, and during that time the Anderson drifted back 14 miles."

The second day of our trouble the other vessels were in sight. Then the Eliza, along with the Bryant and Polaris, broke loose and the captain of the Holyoke turned about with the other two boats in tow and picked up the Moravia. We arrived within 100 miles of Dutch Harbor when the sea gave out. We were riding a small boat to sea out for relief when we sighted the Moravia. The first night after the storm began, the rudder chain broke five times. Of course, after this broke there was no controlling the boat. Every minute it seemed she would go over, and the passengers were thrown out of their bunks. The crew was insufficient to man the pumps, so the passengers took them in charge. We kept this up for 48 hours, and during that time the Anderson drifted back 14 miles."

The second day of our trouble the other vessels were in sight. Then the Eliza, along with the Bryant and Polaris, broke loose and the captain of the Holyoke turned about with the other two boats in tow and picked up the Moravia. We arrived within 100 miles of Dutch Harbor when the sea gave out. We were riding a small boat to sea out for relief when we sighted the Moravia. The first night after the storm began, the rudder chain broke five times. Of course, after this broke there was no controlling the boat. Every minute it seemed she would go over, and the passengers were thrown out of their bunks. The crew was insufficient to man the pumps, so the passengers took them in charge. We kept this up for 48 hours, and during that time the Anderson drifted back 14 miles."

The second day of our trouble the other vessels were in sight. Then the Eliza, along with the Bryant and Polaris, broke loose and the captain of the Holyoke turned about with the other two boats in tow and picked up the Moravia. We arrived within 100 miles of Dutch Harbor when the sea gave out. We were riding a small boat to sea out for relief when we sighted the Moravia. The first night after the storm began, the rudder chain broke five times. Of course, after this broke there was no controlling the boat. Every minute it seemed she would go over, and the passengers were thrown out of their bunks. The crew was insufficient to man the pumps, so the passengers took them in charge. We kept this up for 48 hours, and during that time the Anderson drifted back 14 miles."

The second day of our trouble the other vessels were in sight. Then the Eliza, along with the Bryant and Polaris, broke loose and the captain of the Holyoke turned about with the other two boats in tow and picked up the Moravia. We arrived within 100 miles of Dutch Harbor when the sea gave out. We were riding a small boat to sea out for relief when we sighted the Moravia. The first night after the storm began, the rudder chain broke five times. Of course, after this broke there was no controlling the boat. Every minute it seemed she would go over, and the passengers were thrown out of their bunks. The crew was insufficient to man the pumps, so the passengers took them in charge. We kept this up for 48 hours, and during that time the Anderson drifted back 14 miles."

The second day of our trouble the other vessels were in sight. Then the Eliza, along with the Bryant and Polaris, broke loose and the captain of the Holyoke turned about with the other two boats in tow and picked up the Moravia. We arrived within 100 miles of Dutch Harbor when the sea gave out. We were riding a small boat to sea out for relief when we sighted the Moravia. The first night after the storm began, the rudder chain broke five times. Of course, after this broke there was no controlling the boat. Every minute it seemed she would go over, and the passengers were thrown out of their bunks. The crew was insufficient to man the pumps, so the passengers took them in charge. We kept this up for 48 hours, and during that time the Anderson drifted back 14 miles."

The second day of our trouble the other vessels were in sight. Then the Eliza, along with the Bryant and Polaris, broke loose and the captain of the Holyoke turned about with the other two boats in tow and picked up the Moravia. We arrived within 100 miles of Dutch Harbor when the sea gave out. We were riding a small boat to sea out for relief when we sighted the Moravia. The first night after the storm began, the rudder chain broke five times. Of course, after this broke there was no controlling the boat. Every minute it seemed she would go over, and the passengers were thrown out of their bunks. The crew was insufficient to man the pumps, so the passengers took them in charge. We kept this up for 48 hours, and during that time the Anderson drifted back 14 miles."

The second day of our trouble the other vessels were in sight. Then the Eliza, along with the Bryant and Polaris, broke loose and the captain of the Holyoke turned about with the other two boats in tow and picked up the Moravia. We arrived within 100 miles of Dutch Harbor when the sea gave out. We were riding a small boat to sea out for relief when we sighted the Moravia. The first night after the storm began, the rudder chain broke five times. Of course, after this broke there was no controlling the boat. Every minute it seemed she would go over, and the passengers were thrown out of their bunks. The crew was insufficient to man the pumps, so