Eminent Testimony,

N. Y. Witness, Aug. 15 1880. "I find that in addition to the pure spirits contained in their composition. they rontain the extracts of hops and other well known and highly approved medicinal roots, leaves and tinctures in quantities sufficient to render the article medicinal preparation and not a beverage -unfit and unsafe to be used except as a

"From a careful analysis of their formula—which was attested under oath— I find that in every wine-glassful of Hop my opinion, subjects it to an interal revenue tax as a medicinal bitter,'

GREEN B. RAUM, U. S. Com. In. Rev.

Hardened Liver. Five years ago I broke down with kidney and Liver complaint and rheumatism. Since then I have been unable to be about at all. My liver became hard like wood; my limbs were puffed up and filled with water. All the best physicians agreed that nothing could cure me. I resolved to try Hop Bitters; I have used seven bottles; the Hardness has all gone from my liver, the swelling from my limbs, and it has worked a miracle in my case; otherwise I would have been now in my grave. J. W. Money, Buffalo, Oct. 1, '81.

Poverty and Suffering.

'I was dragged down with debt, poverty and suffering for years, caused by a sick family and large
bills of doctoring. I was completely discouraged,
until one year ago, by the advice of my pastor, I
commenced using Hop Bitters, and in one month
we were all well, and none of us have seen a sick
day since, and I want to say to all poor men, you can
keep your families well a year with Hop Bitters for
less than one doctors visit will cost, I know it."

A. WORRINGMAN.



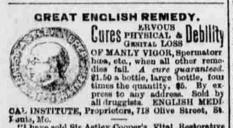
J. W. WUTTERMANN, BOLE AGENT, \$1 BROADWAY. N. Y. RED STAR LINE Belgian Boyal and U.S. Mail Steamers

SAILING EVERY SATURDAY. BETWEEN

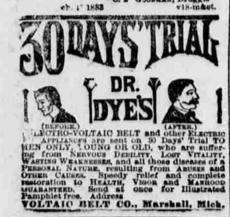
NEW YORK AND ANTWERP, The Rhine, Germany, Italy, Holland and France Steerage Outward, \$20; Propaid from Antworp, \$29; Excursion, \$40, including bedding, etc. 2d Cabin, \$50; Round Trip, \$50,00; Excursion, \$100; Saloon from \$50 to \$90; Excursion #110 to \$100.

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Caldwell. Hamilton & Co., Omaha. P. E. Glod-man & Co., 268 N. 16th Street, Cmaha; D. E. Kim-ball, OmahaAgeuts. m&e cod-ly



"I have sold Sir Astley Cooper's Vital Restorative or years. Every customer speaks highly of it. I nheeltatinglyendorse it as a remedy of true morit "C. F Goodhan, Druggis et 1 1883 vis-mact.



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GUTTERING, SPOUTING ETC. Orders will be promptly attended to.

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REJULAR GERMA Homeopathic Physician.

SPECIALIST OF WOMEN, CHILDREN & CHRONIC DISEASES. Hours—At Readence, No. 1445 S. 19th Street, till 19 a. m., and after 3 p. m. Hours—At office, No. 163 and 165 S. 15th St., Room 7, from 19 a. m., 10 S p. m. N.H.—The Tape Worm will be remewed, w thout danger, in time of from 2 to 2 hours.



A SHIP SUBSIDY

Disgnised Under the Name of Pay for Carrying the Mails,

From the Congressional Record, May 8. Mr. Van Wyck. Will the senator alquestion? Does he think there is a possibility of carrying American manufactured or French or German goods there?

quantities sufficient to render the article what the makers claim it to be, to wit, a manufactured goods largely consumed in Manufactured goods largely consumed in Central and South America and Mexico

That is the proposition. Otherwise \$9,000. Do we not? The postmaster
unfit and unsafe to be used except as a green cheap cotton and cheap woolen. the senator for asking me that question. are cheap cotton and cheap woolen goods, chiefly cheap cottons; and to-day doubt about it.

trade is now carried on in English vessels which start from Liverpool loaded with American cotton goods, go to South

any other country in the world.

Mr. Van Wyck. Then I understand the senator to say that we can successfully compete in toreign ports with England pete with them on our own soil.

Mr. Miller. The senator may put soil. words into my mouth, but he can not make me indorse his sentiments. I have said nothing of the kind. The senator is so, because I should get confused in able to compete with foreign goods in knows full well that in the remodeling of the tariff the duties have been very ufactures. There is no doubt that we can compete with England and with France and Germany in many of the coars.

Some excuse for taking a million and a cheaper than we can, and if it be right that our laborers should not compete with the pauper labor of Europe, it will er articles of manufacture, but I do not find in that fact any reason why we nate useful information. Will he tell should remove all the tariff upon those articles by any means, and make ourselves the duration one trip from here to Brazil? Will my friend the Democratic Section of the duration of the dura articles by any means, and make ourselves friend the Democratic Senator from carrying goods at less rates, if the foreign the dumping-ground for the surplus Maryland [Mr. Gorman] tell me how products of all the English workshops much it costs a trip to carry the mail to less rates, what then? Then will these and all the workshops of Europe.

But I do not care to go into a discussion of the tariff on this question of mailpay to steamers. I simply rose to correct a statement of the senator from Kentucky in regard to the difference in the cost of a mail steamship, whether manufactured abroad or manufactured in the Senator from New York United States to any foreign port shall be

our own shops. Mr. Van Wyck-Mr. President, I desired to understand, as near as possible, what was proposed by the bill, and in made inquiry of my friend from New York [Mr. Miller] as to the effect of certain things which he had proposed. As a partial answer, the senator says he does not propose to discuss the tariff question.

how much it will cost!

Mr. Saulsbury. I will simply read the statement of the Postmaster-General in his last annual report:

nate useful knowledge, and that it is not to cost much, only a dollar a mile. The proposition is to disseminate useful in States steamships, \$4,956,28, averaging \$131,21 formation at a dollar a mile, as we are informed; whereas it is really to open the Treasury to subsidize a few steamship steamships, \$4,350,20, averaging \$131,21 For trip.

From New York via Havana to Vera Cruz, Mexico, forty-six trips, by United States steamships, \$4,484.76, averaging \$94.79 per

lines in the interest of a few men to the trip. extent of a million and a half dollars a My friend said it was necessary at this advanced stage of the world and of Am-

erican civilization and improvement in machinery and manufactures that we should have commission houses in Brazil, that we should have American merchants in Brazil. That necessarily suggested the inquiry, what for; because I had heard very much of the tariff from the gentlemen who say they do not want to talk anything about the tariff in this connection, and that is a very gratifying announcement. It would be very advantageous to the American people if they would adhere to that proposition when other questions come up. But when the gentlemen suggested that they desired to establish commission-houses and American merchants in Brazil, the state of the suggested that they desired to establish commission-houses and American merchants to go to Brazil to about \$25,000, or \$1,785 per trip.

Line from San Francisco to Australian colonies, to about \$225,000, or \$1,785 per trip.

Line from Nan Francisco to Australian colonies, to about \$225,000, or \$1,785 per trip.

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L chants in Brazil. That necessarily sugduce American merchants to go to Brazil same amount of information between the to ride upon the elegant steamers which United States and Brazil?

further say they want to sell American about 5,000 miles.

products. Then another question comes up, because that is another patriotic branch of this case. First, the object is from New York. to disseminate knowledge, and then to furnish a market for American manufactures—two patriotic suggestions. Then

and a half dollars to pay vessels for car-rying the mails to their ports; that is the proposition, no matter whether one ship-yard builds them, or two; it is in that in-information now. I regret to say that

United States to have commission-houses built up in Brazil and American mercants there if they buy English goods to sell to the Brazilian people? But the Senators asy, "Oh, but we can sell American want to know. The mails! Oh, yes; goods in Brazil." My friend the Senator gentlemen want the mails distributed.

can go from the United States into Bra- nothing when they get there unless they English goods, and he can tell the at foreign goods; and yet we are called upon izens of that country, "We are a bene-diction and a benefaction to your people Mr. Saulabury—If the se diction and a benefaction to your people here because we can come thousands low me, I made a mistake in giving the will be mailed to any address on receipt of 10 of miles from our own home and we can aggregate of the cost of the mail to South sell our manufactured goods as cheap or America and Mexico, China and Japan. cheaper than English manufactured I said it was \$303,079.65; it is \$30,379. goods can be sold. Therefore it is, we ome to make money for ourselves in the senator. I merely wanted to get at it by first place; second, we come to benefit way of Brazil, because it seems to be the ow me in connection with this to ask a the American havy and the American initial point in the minds of these genflag; and lastly we come to benefit the people here, to sell them cheaper goods anything said about ship building it is goods to Brazil to compete with English than England or France or Germany can the trade with Brazil. Therefore it was

municating with their ports and if we swer. I would not wander with them through the mazes of the tariff: I would need say nothing more. If senators houses there established. There is no think of such a thing; but I would think this is right; if congress thinks it is But as I stated a few days ago the houses are to do in Brazil, and what the very well. If they desire to have a miless he deals in British goods.

My friends say we can compete in America, discharge their cargoes, take on a load of coffee or of other South Americannot do it in the United States. Will been that these gentlemen cannot build ican products and come to the port of New York and discharge there. There borers of the United States and the prothey take on grain and flour for the tection of American labor? That is what run them as cheaply as they do abroad. English market, but they take good care the whole life of these gentlemen is Certainly not. If it be true, as genthat their ships do not run to South composed of. They do not seem to have themen say, that we can compete with America via New York, but they run a thought in any other direction except back to Liverpool via New York; and in to benefit and protect American labor. protection does any one desire? If there back to Liverpool via New York; and in this way our merchants are shut out from any consideration in that trade. It is to meet just this condition of affairs that we are called upon at this time to pass this bill and give this relief and if possible establish lines by which we can send to Brazil not only cheap cotton and cheap woolen goods, but all kinds of cutlery. woolen goods, but all kinds of cutlery, edge tools and farming implement which we manufacture better and cheaper than something in that direction and then we Why is it that you ask the American something in that direction and then we guise and the pretext that you can go to there they cannot successfully compete?

Brazil and undersell English goods there What will be the next proposition? To or France or Germany and can not com- Brazil and undersell English goods there when you cannot do it upon American build, if you please, American vessels, to

talking about this matter if it were con-nected with the tariff; but there must be that the foreigners can run their ships side of the chamber says it is to dissemidisseminate useful information between gentlemen with just as much propriety the United States and Brazil now? Will my friend the Senator from New York [Mr. Miller] tell me, because the Senator from Maryland has not so far the senator from New York that there shall be another section added to this bill, or another law passed requiring and demanding that Americans and the senator from New York that there shall be another section added to this bill, or another law passed requiring and demanding that Americans and the senator from Maryland has not so far the s tell me how much it costs a trip to dis- carried in vessels made in the United seminate useful information between the United States and Brazil? Can he tell me? Then let me appeal to another Senwhat was proposed by the bill, and in trying to ascertain that I necessarily ator on the other side of the Chamber. I think the Senator from Delaware [Mr.]

From New York and Newport News, Va., to ports in Brazil, thirty-seven trips, by United States steamships. \$4,450.06, averaging \$120.27

If the entire postage sea and inland, had been allowed and paid to United States steam-ships, the earnings of five of these steamship lines would have been increased as follows:
Line from San Francisco to Japan and
China, to about \$20,000, or \$625 per trip.
Line from San Francisco to Australian colonies, to about \$25,000, or \$1,785 per trip.

are to be subsidized to the extent of a million and a half dollars?

Was that all? Oh, no. The senators that the distance from here to Rio is

the question comes up, how are we to sell America and to Mexico, and by the Pacisell American manufactures in Brazil, because that becomes a legitimate argument here. We are to expend a million pose the million and a half will be devo-Mr. Van Wyck. Now is the senator

terest; there is no question about that.
You are to have these ships running from the United States, which is all very well if, in the language of Franklin, it does not cost too much for the whistle. It is all very well to have American steamship lines, but for what purpose? To build up commission-houses in Brazil and for the American merchants \$120 a trip. Is not that the proposition? That is what it is precisely, It is now Brazil and for the American merchants \$120 a trip and you allow these gentles. Brazil and for the American merchants \$120 a trip and you allow these gentlethere? What good will it do us in the men to reach their long fingers into the from New York and my friend the Sena-tor from Maine say that we can sell suc-are being distributed at \$10 per

country; that is, the American merchant no sufficient reason, because they can do zil and meet the English merchant with do the same as the Britisher does with

sell." That is the proposition as I undesired to confine the information to that Mr. Miller, of New York. I thank derstand the gentleman. I think I have point, and to see how much the Ameriyour commission houses are of no use. general's report says that. Read the Otherwise your American merchant will postmaster-general's report. He ought we are exporting those in competition with Birmingham and Manchester. We are sending them to China and Japan, are sending them to China and Japan, criminal for the American to trade in mail cost \$120 per trip, and now this I find that in every wine-glassful of Hop Bitters, the active medicinal properties and we could suppy nine-tenths of the British goods in Brazil as it is in the Briti aside from the distilled spirits are equal trade of South America in cheap cotton to a full dose for an adult, which fact in goods if we had direct steam lines comquestion I should like my friends to an fore it is we want to know the reason

simply like to know what the commission | right; if the people think it right, it is all American merchant is to do in Brazil un- lion and a half dollars paid to a few shipyards in this country and to tax the American people for it, it is all very well.

shall believe there is something in what people to pay freight, because it amounts you say, that you desire to benefit and to that, upon your goods in order to get protect American labor. But that is the them upon the foreign market, and when

put them under the American flag, you I admit that this question has nothing take a million and a half dollars out of the treasury. What then? You are not foreign countries, and then if it be true not be right that our sailors should compete with the pauper sailors of Europe come to the American congress and asl that there shall be another section added United States to any foreign port shall be States, manned by sailors of the United States, and over which the flag of the United States floats? That is a necessary and logical consequence.

I only desired that we should have a full Fifteenn Ball Pool, Carom, partial answer, the senator says he does not propose to discuss the tariff question. I did not suppose that the tariff question was necessarily a matter of consideration at this time. The proposition as I understand it, is simply to open the door to take a million and a half dollars out of the Treasury. It is a subsidy, a subsidy to steamship lines under the guise of pay for carrying the mails, and in order that it may not seem so large a sum as it really is it is said to be only \$1 per mile.

We are expected to believe that this is another patriotic proposition to disseminate of the Postmaster-General in this last annual report:

From New York to ports of Great Britain and the continent of Europe, three hundred and the place of From New York to Post From New York to Asparaging \$122.67 per trip.

From San Francisco to the Hawaiian Islands, New Zealand, and the Australian c

abdomen, causing the patient to suppose he has some affection of the kidneys or neighboring organs. At times, sym toms of indigestion are present, as flatuency, uneasiness of the stomach, etc. A moistcre like perspiration, producing a very disagreeable itching particularly at night fter getting warm in bed, its very common attendant. Internal, External and Itching Ples yield at once to the application of Dr. Bosanko's Pile Remedy, which acts directly upon the parts affected, absorbing the tumors, allaying the intense itching, and ef-fecting a permanent cure where other reme-dies have failed. Do not delay until the drain on the system produces permanent disability, but try it and be cured. Schroter & Becht. "Trade supplied by C. F. Goodman."

NOT VERY MUCH STARVED.

How a Husband Helped Himself on Moving Day.

Detroit Free Press.

"Are you going to help me put down the carpets, John?" "S'pose so; wher's tack hammer?
"It's in the barrel of dishes—no, it

isn't-yes, it is-oh, I know now; I put it in the band box with your new Sunday hat."
"Just like a woman; never knows

where anything is; hat ruined, like enough; where's the handle of the hammer "Oh, I packed that up with the China set; you'll find it, dear, at the bottom of the box

"Now, who's going to stretch this car pet, hey?"
"Me, dear."

"Well, stand there. Gracious, I can't pull a hundred pounds of dry goods along with the carpet. Oh. dear, I'm going to have a fit, I believe."

"I'll make you a cup of tea, dear. You can drink it out of your shaving mug. It'll be just like a picnic."

mug. It 'll be just like a picnic."
But when she got back with the tea John was missing.
"Poor fellow! It was too much for him! He's gone to get the air. He

looked pale. John-at a counter covered with eatables, salads and things: "Two fingers of old crow and a dash of bitters to begin with. I'm nearly starved! A hot beefsteak will help me out. I tell you, beefsteak will help me out. I tell you, boys, moving is tough work."

Life has its compensations. John's wife sits on a roll of carpet and drinks her tea. "Poor boy! I wish he could have waited for it; it's so refreshing; he'il be half starved by supper time! I know

Not much, little woman

fcated Complexion Powder is entirely free from injurious or deadly poisons, we do it uptor from Maine say that we can sell successfully American productions, American manufactures, in Brazil- How?

That is the point I desire to know Character I manufactures, in Brazil- How?

That is one of the mysteries of the tariff that is one of the mysteries of the tariff that I do not exactly understand. The Senator say we can compete in Brazil: is no sufficient reason; the transplanting that we can have American merchants to sell there goods manufactured in this of a few American merchants to Brazil: Sold by all druggists.

RE YOU GOING TO EUROPE? In another column will be found the an nouncement of Mesers, THOS, COOK & SON, 1 ourist Agents, 261 Broadway, New York relative to the very complete arrangements they have made for tours in Europa the coming Spring and Summer. "Cook's Excursionist," containing maps and full particulars.

EUROPE!!

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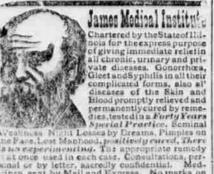
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all grades of above; also pipes and smokers' articles carried in

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