I housands Hastened to their Graves

Relying on testimonials written in viv-I glowing language of some miraculous cures made by some largely puffed up doctor or patent medicine has hastened thousands to their graves; believing in their almost insane faith that the same miracle will be performed on them, and that these testimonials make the cures, while the so called medicine is all the time hastening them to their graves. We have avoided publishing testimonials, as they do not make the cures, although we

THOUSANDS UPON THOUSANDS voluntarily sent us. It is our medicine, Hop Bitters, that makes the cures. It has never failed and never can. We will give reference to any one for any disease day. similiar to their own if desired, or will refer to any neighbor, as there is not a neighborhood in the known world but can show its cures by Hop Bitters.

A LOSING JORE.

A prominent physician of Pittsburg said to a lady patient who was complaining of her continued ill health, and of his inability to cure her, jokingly said: "Try Hop Bitters!"
The lady took it in earnest and used the Bitters, from which she obtained permanent health. She now laughs at the doctor for his joke, but he is not so well pleased with it, as it coat ham a good patient.

Stray millions in government securities.

Few of Mr. Dillon's friends are aware of the early struggles and the severe deprivations through which he passed to attain his present financial eminence. Ho now ranks with the money kings of the it cost ham a good patient.

FEES OF DOCTORS. The fee of doctors is an item that very many persons are interested in. We bethe schedule for visits in \$3.00,

"Oh, how I do wish my skin was as clear and soft as yours," said a lady to her friend "You can easily make it so," answered the friend. "How?"inquired the first lady. "By using Hop Bitters that makes pure, rich blood and blooming health. It did it for me as you observe."

and Manhattan Elevated organizations, the Mercantile Trust Company, and the Western Union Telegraph, in addition to being one of the executive committee of about a score of other financial organizations.

Mr. Dillon was born seventy-one years ago in a small village in the continuous content.

GIVEN UP BY THE DOCTORS. "Is it possible that Mr. Godfrey is up and at work, and cured by so simple a

remedy?"
"I assure you it is true that he is entirely cured, and with nothing but Hop Bitters, and only ten days ago his doctors gave him up and said he must die, from Kidney and Liver troubles!'



are personal of the state of th



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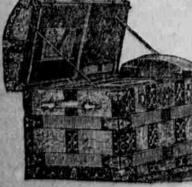
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DILLON'S PILE OF CASH.

His Career from Water Boy to Money

Some of His Gigantic Enterprises and Railway Projects-An Estimate of His Wealth,

"I wonder if Mr. Sidney Dillon, Gould's right bower, ever recalled the of them, of the most wonderful cures, days when he was a "water boy on the Mohawk and Hudson Road," said a prominent Wall Street anthority yester-

stray millions in government securities.

now ranks with the money kings of the country. He is president of the gigan-

roads, and a powerful director in the Pawhich would tax a man confined to his cific Mail Steamship company, the same live cars and precisely similar enbed for a year, and in need of a daily vis- St. Louis and Wabash, Missouri, Kansas gines being used. The train rau in each cific Mail Steamship company, the same five cars and precisely similar enit, over \$1.000 a year for medical attendance alone! And one single bottle of Hop bitters taken in time would save the and Manhattan Elevated organizations, slow trip was made in 9 hours

> ago in a small village in the northern part of this state. His parents, who belonged miles an hour. When running on scheuof this state. His parents, who belonged to the poorer class of Irish peasantry, ule time the consumption was 6.715 emigrated to this country many yearspre-vious to his birth. His father was a small farmer who had more than enough to do "to make both ends meet," and out of his scanty earnings he found it no easy task to give his children the advantage of

even a country school education.

Recognizing the almost destitute condi-

to lay by the greater part of his earnings in order to carry out a compact made is best both the number of men and with himself that one day I will start for amount of rolling stock necessary to carry

own pecuniary benefit.

couragement. Their relations throughbeautiful character, and the heaviest loss which Mr. Dillon ever sustained was in December last, when he buried her who had been his life's fondest and dearest

companion and friend.

When quite a young man, Mr. Dillon cume to this city. He still devoted his time to carrying out railroad contracts.

No seepless nights, by baby squalitation be safely said that few men in the country have undertaken larger contracts. It was he who built the Fourth Avenue improvement tunnel from the Grand Central depot to Harlem. This enterprise was completed at a cost of \$7,000.-

When the Union Pacific railroad was contemplated some twenty years ago he gave the greater part of his time to the of Major Slathers—nothing in the world. personal superintendence of the work. In fact, I consider that he has if any-He hurried on to Omaha and was contin-thing, too much ability." "How is

ually traveling between that city and Ogden. At the small village of Promontory, seventy-five miles west of Ogden, Mr. Dillon, in 1869, assisted in laying the last rail of the road. From its incipiency down to the present day he has been down to the present day he has been prominently concerned with the company, and he is now its president. When Horace F. Clark died, Mr. Dillon was unanimously elected the executive chief of the road which he was instrumental in building.

In appearance Mr. Dillon is a finely

built man, standing six feet three inches in height and weighing about 220 pounds; his hair and side whiskers are snow white, his complexion is ruddy, and, although a man of over three score years and ten, he is still energetic and active.

Every day when in town he is at his office in the Western Union building. His family consists of two married daughters family consists of two married daughters and a number of grandchildren. His nephew is the well known jurist, ex-Judge Dillon. Mr. Sidney Dillon has the reputation of being of a truly sympathetic temperament. He gives largely of his means for all deserving charities, and he counts among his friends some of the most illustrious men and women in America. He is a self-taught and also a self-made man.

self-made man. It would be almost impossible to briefly enumerate his possesions, but beside valuable real estate he has registered in his name 45,000 shares of Union Pacific, 15,000 shares of Western Union, 1,500 shares of Missouri Pacific, 1,000 shares of Missouri, Kansas & Texas, 1,200 shares of Pacific Missouri Pacific 1,000 shares of Pacific Mail, 800 shares of Wabash common and preferred and Texas Pacific 10,000 shares of Delaware, Luckawanna & Western, and blocks of Manhattan, Metropolitan and New York Elevated railroad securities.

Money and Matrimony. A Massachusetts woman who lost her husband through the negligence of a steamship company has brought suit to ways on hand a full line of Horse C recover \$50,000, every cent of which she recover \$50,000, every cent of which, she dealares, he was worth to her. In one No. 116 N. 16th St. . .

of the Western courts another suit of a similar character is pending, the plaintiff being a widower who asks an equal sum for the loss of his wife. These amounts may seem to be extravagant, but are they so really? If it is a very ordinary occurrence for juries to award \$1,000 and \$1,500 for the loss of a foot which was anything but pretty or for a hand which was far from lovely in life. An eye that perhaps squinted sometimes fetches twice these sums. A husband, if he was at all worthy the name, is assuredly worth a round fifty thousand. A wife who is no more ought to be appraied at double that

ARE YOU GOING TO EUROPE? In another column will be found the announcement of Messrs, THOS, COOK & SON, Pourist Agents, 261 Broadway, New York, This was a startling statement to make regarding the possessor of \$25,000,000 in railroad stocks and bonds and a few relative to the very complete arrangements they have made for tours in Europe the coming Spring and Summer. "Cook's Excursionist," containing maps and full particulars, will be mailed to any address on receipt of 10

> The Cost of High Speed. Railroad Gazette.

Some experiments have been made lately upon the Bound Brook route to ascertain the difference in the consumption of coal between an express train running on schedule time and the same tic Union Pacific and its connecting railtrain run at a very low rate of speed, but otherwise under the same condition, the the Mercantile Trust Company, and the Western Union Telegraph, in addition and 23 minutes. 4,420 pounds of to being one of the executive committee coal being consumed. The train stopped at the same places as the regular express trains, the only unusual feature of the trip being the fupounds, agreeing closely with the usual consumption on this route with the regular five-car express trains. The saving effected in coal by running the train at a very slow pace was 2,305 pounds. The percentage of saving may be expressed in two ways: as compared with the consumption at the normal express speed, the

Recognizing the almost destitute condition of his parent's finances, young Dillon at the immature age of seven determined that he would be a burden to his progenitors no longer; as he has since expressed it; "I wanted to strike out for neathfully solve by the use of Hostotter's when falling short of relief from other sources. Taissuperb stimulating to nic also prevents and ague, constipation liver complaint, dys pepsia, rheumatism and other allments. Use it with regularity. For sale by sill branggists and Dealers generally.

Recognizing the almost destitute condition at the normal express speed, the slow speed shows a saving of 34 2 per cent, while the consumption at the high speed shows an increase over that at the low speed of 53.1 per cent.

These figures show that high speed is not so expensive as is generally imagined. The speed of 12.5 miles an hour for a through passenger train making few stops is, of course impracticable, for various reasons. Probably the difference in coal consumption between the lowest speed practicably possible under ordinary conditions and a high express speed is even smaller than the figures given, which represents a lower speed than is ever attained on an ordinary rail-training the paternal roof he sought out and obtained work on an Eastern relief from other sources. Taissuperb simulating to nic also prevents and arrests fewer and ague, constipation liver complaint, dys pepsia, rheumatism and other allments. Use it with regularity. For sale by sill being his chief inhoritance, he managed to lay by the greater part of his earnings. the New York Central).

His duties were to carry water to the laborers building the road, and for his services received the munificent sum of \$1 a week and his meals. Fragality being his chief inhoritance, he managed to be the the three tweether the lowest speed practicably possible under ordinary conditions and a high express speed is even smaller than the figures given, which represents a lower speed than is ever attained on an ordinary rail-

myself and then I will become richer than any 'Squire I know."

After a few years he had managed to accumulate sufficient funds to buy a horse and cart. Then he bethought himself of taking contracts to carry sand and water on a larger scale for the corporation which he had previously served as a daylaborer. Having successfully carried out his contracts and finding himself the possessor of a few hundred dollars, he hired a number of horses and carts and under-paid by the trip, this would not reduce took heavier tasks, all of which, by in-domitable energy, he completed to the satisfaction of his employers and to his some change would be made if runs which now require six or seven hours About forty years ago he determined were reduced to four or five. Double the to marry, and on a visit to Amherst, amount of rolling stock being required, Mass., he met a young and brilliant lady the roundhouses, etc., must be larger and and member of one of the village's most the sidings in which to store the cars respected families, and who was described by every one as a most charming dittonal rolling stock and plant would lady, of great culture, unexcelled thus amount to quite a large figure. In strength of character and wide benevoally be the more expensive to run, leav-To his wife Mr. Dillon owes the ing on one side all questions as to the greater part of his success. She did not convenience of rapid travelling and its some to him with any large dowry, but effect in increasing the volume of travel. brought him a fond wife's love and en. On the whole the result of these experiments seems to be strongly in favor of out their wedded life were of the most high speed for both passenger and freight

> Baby's Petition Life is restless, days are fleeting.
> Children bloom, but die is teetning;
> Warning take, all friends and mothers,
> Watch the precious girls and brothers;
> Read the home life of Victoria,
> Children nine, all had CAS FOM 8;

Speaking by the Card. San Francisco Post.

"No," said an Arizona campaigm ora tor, as he arose to oppose the nomination of a candidate for county treasurer, "No, thing, too much ability." "How is that?" asked the chairman. "Well, you see, over to Cross Dog Camp, last winter, we used to play a good deal of seven up. The Major, one of the best men in the world, mind you, had such remarkable luck that the men got so after awhile they wouldn't play with him unless he had his coat off and his cuffe rolled back." The Major was acratched.

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Are dangerous even when administered by disections and under the eye of a good physician, and when put up in nostrums, often by incompetent persons, are apt to produce evil concequences. Be careful of these poisonous mixtures or you may regret it. Swift's Seguric is not only preferable to these dangerous-compounds in the treatment of Blood and Skin diseases, but eliminates the poison of Mercury and Potash from the system by toning up the organism, and forcing out the poison through the pores of the akin.

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Railway Time Table.

U. P. B R., MAIN LINE.

Pacific Express.12:05 p m Atlantic Express.7:25 a m Western Express 8:00 p m Western Express.8:20 p m G. Island Pass....4:30 p m Lincoln Ex....12:30 p m Lincoln Ex....12:35 p m

DUMMY TRAINS-BRIDGE DIVISION. DUMMY TRAINS—BRIDGE DIVISION.
Leave Omaha: 7:10, 8:00, 9:00, 10:00, 11:00 a: m., 12 m;
1:00, 2:00, 8:00, 6:00, 6:00, 10:10 p. m. On Sundays: 7:10, 9:0 11:00 a. m; 2:00, 4:00, 6:00, 10:10 p. m.
Arrive at transfer depot 20 minutes later; Broadway depot, Council Bluffs, 30 minutes later;
Leave Council Bluffs, 30 minutes later.
Leave Council Bluffs, 5:00, 2:00, 4:00, 6:00, 6:00, 10:00, 11:00 a. m.; 12 m; 1:00, 2:00, 2:00, 4:00, 6:40, 6:40, 6:40, 5:00, 6:40, 10:40 p. m. On Sundays: 8:00, 10:00 a. m.; 12 m; 3:00, 5:00, 6:40, 10:40 p. m. Arrive Transfer depot, 10 minutes later.

5:00, 6:40, 10:40 p. m. Arrive Transfer depot: 8:25, 9:25, 10:25, 11:25 a.m.; 12 mil:25, 1:25, 3:75, 4:25, 5:25, 6:25, 7:25, 10:25, 11:25 a.m.; 12 mil:25, 1:25, 3:75, 4:25, 5:25, 6:25, 7:25, 10:55 p. m. Arrive Omaks 20 minutes aker.

Page No. 2. .7:55 a.m. Page No. 9. .7:25 a.m. "No. 10. .5:45 p.m. "No. 15. .11:45 a.m. "No. 4. .5:50 p.m. "No. 5. .11:20 a.m. "No. 8. .8:50 a.m. "No. 5. .7:15 p.m. "No. 50. .6:15 a.m. "No. 1. .7:15 p.m. "No. 50. .6:15 a.m. "No. 1. .7:15 p.m. "No. 50. .6:25 a.m. "No. 51. .7:15 p.m. "No. 50. .6:25 a.m. "No. 51. .7:35 p.m. "No. 50. .6:25 a.m. "No. 51. .7:35 p.m. "No. 50. .6:25 a.m. "No. 50. . Standard time is 24 minutes faster than

B. & M. RAILROAD TIME TABLE - CENT. TIME. DENTER EXPLOSE.

WEST BOUND, MISSOURI PACIFIC-STANDARD TIME. 645 p m DEPART. ARRIVE.

K. C., ST. JOE & C. B.—B.—STANDARD TIME.

wall daily ... 9:15 a m Exross, daily except Monexcept Satur: days ... 5:25 a r
days ... 7:45 p m Mail, daily ... 7:15 p r C., St. P. M. & O .- STANDARD TIME. (Depot 14th and Webster Sts.

WABASH &ST. LOUIS. C., B & Q R. R .- STANDARD TIME *All Trains Dally.
C., R. I. & P. R. B. STANDARD TIME.

"Sundays excepted.

C. M. & St. P.—STANDARD TIME.
LEAVE.

Wall & Ex." 3:00 a m | Pacific Ex. 9:37 a m
Atlantic Ex." 3:00 p m | Mail & Ex." 7:00 p m

"Sundays excepted.

C. & N. W. R. E.—STANDARD TIME.

Mail." 7:50 a m | Express. 10:00 a m

Express. 3:50 p m | Mail." 7:25 p m

"Sundays excepted.

B. C. & P. R. B.—STANDARD TIME.

Mail." 5:00 a m | Express. 10:00 a m

"Sundays excepted.

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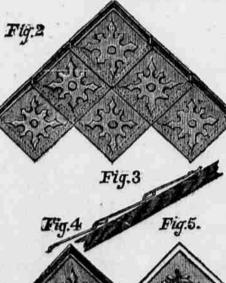
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of Tiles as arranged upon a roof. Fig. 3-Detail sectional view of the Fig. 4-One of the Roof Tiles. Fig. 5-Wall Tile, the white part of

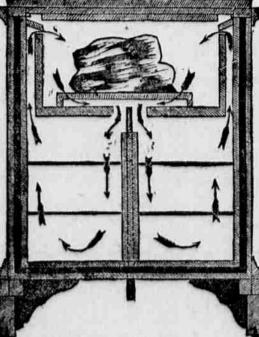
which is covered by the one above it, and requires no description.

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