A MAN

WHO IS UNACQUAINTED WITH THE GEOGRAPHY OF THIS COUNTRY, WILL SEE BY EXAMINING THIS MAP, THAT THE

CHICAGO, ROCK ISLAND & PACIFIC R. R.

IS THE GREAT CONNECTING LINK BETWEEN THE EAST AND THE WEST

Its main line runs from Chicago to Council Bluffs and Omaha, passing through Joliet, Ottawa, La Salle, Geneseo, Moline, Rock Island, Davenport, West Liberty, Iowa City, Marengo, Brooklyn, Grinnell and Des Moines, (the capitol of Iowa) with branches from Bureau Junction to Peoria; Wilton Junction to Muscatine, Washington, Fairfield, Eldon, Belknap, Centreville, Princeton, Trenton, Gallatin, Cameron, Leavenworth and Atchison; Washington to Sigourney, Oskaloosa and Knoxville; Keokuk to Farmington, Bonaparte, Bentonsport, Independent, Eldon, Ottumwa, Eddyville, Oskaloosa, Pella, Monroe, and Des Moines; Des Moines to Indianola and Winterset; Atlantic to Audubon and Avoca to Harlan. This is positively the only Railroad which owns, controls and operates a through line between Chicago and Kansas.

This Company own and control their Sleeping Cars, which are inferior to none, and give you a double berth between Chicago and Council Bluffs, Leavenworth, or Atchison for Two Dollars and Fifty Cents; and a section for Five Dollars, while all other lines charge between the same points, Three Dollars for a double berth, and Six Dollars for a section.

What will please you most will be the pleasure of enjoying your meals, while passing over the beautiful prairies of Illinois and Iowa, in one of our magnificent Dining and Restaurant Cars that accompany all through Express Trains. You get an entire meal, as good as is served in any first-class hotel, for seventy-five cents; or you can order what you like, and pay for what you get.

Appreciating the fact that a majority of the people prefer separate apartments for different purposes, (and the enormous passenger business of this line warranting it,) we are pleased to announce that this Company runs its PALACE SLEEPING CARS for Sleeping purposes, and its PALACE DINING CARS for Eating purposes. One other great feature of our Palace Cars is a SMOKING SALOON where you can enjoy your "Havana" at all hours of the day.

Magnificent Iron Bridges span the Mississippi and Missouri rivers at all points crossed by this line, and transfers are avoided at Council Bluffs, Leavenworth and Atchison, connections being made in Union depots.

THE PRINCIPAL R. R. CONNECTIONS OF THIS GREAT THROUGH LINE ARE AS FOLLOWS:

At CHICAGO, with all diverging lines for the East and South.
At ENGLEWOOD, with the Lake Shore & Michigan Southern and Pittsburg, Ft. Wayne & Chicago R. Rds.
At WASHINGTON HEIGHTS, with Pittsburg, Cincinnati & St. Louis R. R.
At LA SALLE, with Illinois Central R. R.
At PEORIA, with P., P. & J.; P., L. & D.; I. B. & W.; Ill. Midland; and T., P. & W. Railroads.
At ROCK ISLAND, with Western Union R. R. and Rock Island & Peoria Railroads.
At DAVENPORT, with the Davenport & North-Western R. R.
At WEST LIBERTY, with the Burlington, Cedar Rapids & Northern R. R.
At GRINNELL, with Central R. R. of Iowa.
At DES MOINES, with D. M. & Ft. Dodge R. R.
At COUNCIL BLUFFS, with Union Pacific R. R.
At OMAHA, with B. & Mo. R. R. R. (in Neb.)
At COLUMBUS JUNCTION, with Burlington, Cedar Rapids & Northern R. R.
At OTTUMWA, with Central R. R. of Iowa; St. Louis, Kan. City & Northern and C., B. & Q. R. Rds.
At KEOKUK, with Toledo, Peoria and Warsaw; Wabash, and St. Louis, Keokuk & N.-W. R. Rds.
At BEVERLY, with Kan. City, St. J. & C. B. R. R.
At ATCHISON, with Atchison, Topeka & Santa Fe; Atchison & Neb. and Cen. Br. Union Pacific R. Rds.
At LEAVENWORTH, with K. P. and K. Cen. R. Rds.

PALACE CARS are run through to PEORIA, DES MOINES, COUNCIL BLUFFS, ATCHISON and LEAVENWORTH.

Tickets via this Line, known as the "Great Rock Island Route," are sold by all Ticket Agents in the United States and Canada.

For information not obtainable at your home ticket office, address,

A. KIMBALL, Gen'l Superintendent.

E. ST. JOHN, Gen'l Tkt. and Pass'gr Agt., Chicago, Ill.

CHICAGO & NORTH-WESTERN RAILWAY.

The Great Trunk Line from the West to Chicago and the East.

It is the oldest, shortest, most direct, convenient, comfortable and in every respect the best line you can take. It is the greatest and grandest Railway organization in the United States. It owns or controls over

2100 MILES of RAILWAY.

PULLMAN HOTEL CARS

Are run along by it through between COUNCIL BLUFFS and CHICAGO.

No other road runs Pullman Hotel Cars, or any other form of Hotel Cars, through between the Missouri River and Chicago.

PASSENGERS GOING EAST should bear in mind that this is the

BEST ROUTE to CHICAGO

AND ALL POINTS EAST.

Passengers by this route have choice of FIVE DIFFERENT ROUTES and the advantage of Eight Daily Lines Palace Sleeping Cars from CHICAGO to

PHILADELPHIA and NEW YORK,

And other Eastern Points.

Insist that the Ticket Agent sell you tickets by the North-Western Road. Examine your Tickets, and refuse to buy if they do not read over this road.

All Agents sell them and Check usual Baggage Free by this Line.

Through Tickets via this Route to all Eastern Points can be procured at all Coupon Ticket Offices of Union Pacific, and all Western Railroads.

New York Office, No. 415 Broadway; Boston Office, No. 5 State Street; Omaha Offices, 245 14th Street and U. P. Depot; San Francisco Office, 2 New Montgomery Street; Council Bluffs Ticket Office at U. P. Transfer Depot and at Chicago & North-Western Railway Depot. Chicago Ticket Offices, 62 Clark Street, under Sherman House; 75 Canal, corner Madison Street; Kenzie Street Depot, corner West Kenzie and Canal Streets; Wells Street Depot, corner Wells and Kenzie Streets.

For rates or information not attainable from your home ticket agents, apply to

MARVIN HUGHITT, Gen'l Manager, Chicago.

W. H. STENNETT, Gen'l Pass. Agent, Chicago.

HALL'S BALSAM

Cures Colds, Pneumonia, Bronchitis, Asthma, Croup, Whooping Cough, and all diseases of the Breathing Organs. It soothes and heals the Membrane of the Lungs, inflamed and poisoned by the disease, and prevents the night-sweats and tightness across the chest which accompany it. CONSUMPTION is not an incurable malady. It is only necessary to have the right remedy, and HALL'S BALSAM is that remedy. DON'T DESPAIR OF RELIEF, for this benign specific will cure you, even though professional aid fails.

HENRY'S CARBOLIC SALVE

the Most Powerful Healing Agent ever Discovered.

Henry's Carbolic Salve cures the worst sores.
Henry's Carbolic Salve allays the pain of burns.
Henry's Carbolic Salve cures all eruptions.
Henry's Carbolic Salve heals pimples and blotches.
Henry's Carbolic Salve will cure cuts and bruises.

Ask for Henry's, and Take No Other.

BEWARE OF COUNTERFEITS.

TOWNSLEY'S TOOTHACHE ANODYNE

CURES IN ONE MINUTE.

EDEY'S CARBOLIC TROCHES

A SURE PREVENTIVE OF Contagious Diseases, Colds, Hoarseness, Diphtheria, and Whooping Cough. *Pleasant to the Taste.*

JOHN F. HENRY, CURRAN & CO., 24 College Place, New York.

UTAH CENTRAL RAILROAD.

PIONEER LINE OF UTAH.

On and after November 4th, 1878.

NAME OF STATION.	No. 1 Passenger.	No. 3 Passenger.	Fare.
TRAINS LEAVE			
Salt Lake	7 00	3 40	
*Wood's Cross	7 15	4 08	60
Centreville	7 23	4 16	75
Farmington	7 36	4 33	1 00
Kaysville	8 12	4 [illegible]	1 35
ARRIVE AT			
Ogden	9 00	5 40	2 00

NAME OF STATION.	No. 2 Passenger.	No. 4 Passenger.	Fare.
TRAINS LEAVE			
Ogden	9 50	6 20	
Kaysville	10 31	7 10	1 00
Farmington	10 52	7 31	1 35
Centreville	11 04	7 44	1 60
*Woods Cross	11 13	7 53	1 75
ARRIVE AT			
Salt Lake	11 40	8 20	2 00

* Passing places.

MIXED TRAINS

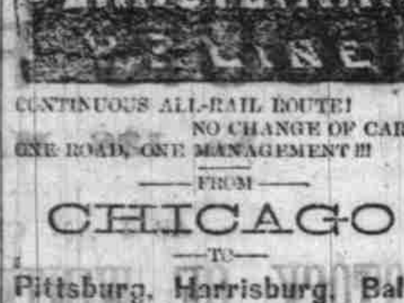
Will run daily, Sundays Excepted,

Leaving Salt Lake City, at 8.40 a. m., arriving in Ogden at 11.50 a. m., leaving Salt Lake at 5.05 p. m., arriving in Ogden at 8.20 p. m., leaving Ogden at 6.20 a. m., arriving in Salt Lake City at 10 a. m., leaving Ogden at 3.50 p. m., arriving in Salt Lake City at 6.50 p. m.

For all information concerning Freight or Passage, apply to JAMES SHARP, General Freight and Ticket Agent.

JOHN SHARP, Superintendent.

THE OLD RELIABLE



CONTINUOUS ALL-RAIL ROUTE!

NO CHANGE OF CARS!!

ONE ROAD, ONE MANAGEMENT!!!

—FROM—

CHICAGO

—TO—

Pittsburg, Harrisburg, Baltimore, Washington, Philadelphia and New York.

GREAT SHORT LINE

TO BOSTON

Via New York City.

Reaches all Points in Pennsylvania and New Jersey.

PULLMAN PALACE CARS

On all Express Trains.

MAGNIFICENT CARS

Equipped with the celebrated Westinghouse air brakes and Janney's New Patent Safety Platform and Coupler.

Elegant Eating Houses

WITH AMPLE TIME FOR MEALS.

3 EXPRESS TRAINS

Leave CHICAGO as follows:

8.30 a.m. Special Fast Express Except Sunday.

With the popular vestibule sleeping car.

Reaches Pittsburg 2.30 a. m; Harrisburg 11.45 a. m; Philadelphia 4.00 p. m; New York 6.45 p. m; Boston 6.15 a. m; Baltimore 8.50 p. m; Washington 9.00 p. m. next day.

5.15 p.m. Atlantic Express, Daily.

With Drawing Room and Hotel Car.

Reaches Pittsburg 12.15 p. m; Harrisburg 11.55 p. m; Philadelphia 3.35 a. m; New York 6.35 a. m; special Philadelphia sleeping car on this train, which remains in depot until 7.30 a. m; affording Philadelphia passengers a full night's rest.

9.10 p.m. Night Express Except Saturday.

With Drawing Room Sleeping Car.

Reaches Pittsburg 7.30 p. m; Harrisburg 3.55 a. m; Baltimore 7.45 a. m; Washington 9.05 a. m; Philadelphia 8.00 a. m; New York 10.35 a. m; Boston 8.30 p. m. Through Baltimore and Washington Sleeping Car on this train.

Fare always as Low as any other Line.

Through Tickets for sale at all Principal points in the west. Ask for them via FORT WAYNE and PENNSYLVANIA LINE.

F. R. MYERS, Gen'l Pass and Ticket Agent, CHICAGO.

SPENCERIAN

STEEL PENS

Of the Very Best Standard Make, and unrivaled for Flexibility, Durability, and Evenness of Point.

REAL SWAN QUILL ACTION.

In Twenty Numbers. Samples, including the popular ... Pen, Fine Point 1-2-5-8-15 and Broad Points 3-16-18, will be sent by mail, for trial, on receipt of 25 Cents.

Ivison, Blakeman, Taylor & Co., 138 & 140 Grand St., New York.

UTAH SOUTHERN RAILROAD.

To take effect June 13th, 1879.

GOING SOUTH.

NAME OF STATION.	No. 1 Passenger.	No. 3 Freight.	Fare.
TRAINS LEAVE	A.M.	A.M.	
Salt Lake	7 00	7 50	
Morgan	7 18	8 00	50
Germania	7 22	8 10	50
Lovendahls	7 28	8 20	60
Junction	7 37	8 35	75
ARRIVE AT			
Sandy	7 40	8 45	85
LEAVES			
Sandy	7 55	9 50	
Draper	8 07	10 10	1 00
Lehi	8 44	11 20	1 65
American Fork	8 56	11 35	1 80
Pleasant Grove	9 08	11 50	1 95
		P. M.	
Provo	9 37	12 45	2 50
Springville	9 53	1 10	2 75
Spanish Fork	10 08	1 35	3 00
Payson	10 32	2 15	3 50
Santaquin	10 50	2 40	3 75
Mona	11 26	3 40	4 35
Nephi	11 50	4 20	4 75
ARRIVE AT			
Juab	12 30	5 30	5 50

GOING NORTH.

NAME OF STATION.	No. 2 Passenger.	No. 4 Freight.	Fare.
TRAINS LEAVE	P. M.	A.M.	
Juab	1 00	7 50	
Nephi	1 40	9 00	75
Mona	2 04	9 40	1 15
Santaquin	2 40	10 50	1 75
Payson	2 55	11 15	2 00
Spanish Fork	3 19	11 55	2 50
		P. M.	
Springville	3 34	12 20	2 75
Provo	3 49	12 45	3 00
Pleasant Grove	4 22	1 40	3 55
American Fork	4 34	1 55	3 70
Lehi	4 46	2 10	3 85
Draper	5 25	3 20	4 50
ARRIVE AT			
Sandy	5 46	3 40	4 65
LEAVES			
Sandy		4 45	
Junction	5 44	4 55	4 75
Lovendahls	5 55	5 10	4 90
Germania	6 02	5 20	5 00
Morgan	6 07	5 30	5 00
ARRIVE AT			
Salt Lake	6 25	6 00	5 50

Nos. 1 and 2 will be run daily.

Nos. 3 and 4 will be run daily Sundays excepted.

JAMES SHARP, General Freight and Ticket Agent.

JOHN SHARP, General Superintendent.

UTAH SOUTHERN RAILROAD EXTENSION.

On and after November 4th, 1879.

GOING NORTH.

STATIONS.	No. 1 Mixed.	Miles.	Fare.
TRAINS LEAVE	A.M.		
Deseret	7 00		
Riverside	7 45	9	50
Lemmington	9 15	27	1 50
Mills	10 35	43	2 50
ARRIVE AT			
Juab	11 20	58	3 00

GOING SOUTH.

STATIONS.	No. 2 Mixed.	Miles.	Fare.
TRAINS LEAVE	P. M.		
Juab	1 30		
Mills	2 15	9	50
Lemmington	3 35	25	1 50
Riverside	5 05	43	2 50
ARRIVE AT			
Deseret	5 50	52	3 00

Nos. 1 and 2 will be run daily.

For all information concerning Freight and Passage, apply to JAMES SHARP, General Freight and Ticket Agent.

JOHN SHARP, Superintendent.

U. P. R. R.

UNTIL FURTHER NOTICE TRAINS will leave and arrive at Ogden daily, as follows:

LEAVE.

Daily	10.30 a.m.
Mixed	5.00 p.m.
Freight	3.30 a.m.

ARRIVE.

Daily Express	6.15 p.m.
Mixed	6.40 p.m.
Freight	2.15 p.m.

Daily connections made at Ogden with Central Pacific R. R., with the Utah & Northern Railway, for points in Northern Utah, Idaho and Montana, and with Utah Central road for Salt Lake City and all points in Southern Utah.

At Green River with stages for Sweetwater mines.

At Cheyenne with the Colorado Division of the Union Pacific for Denver, Leadville, Central, Black Hawk, and all cities, mining camps and pleasure resorts in Colorado.

At Sidney with a daily line of superb Concord Coaches for Deadwood and other points in the Black Hills.

At Omaha with Chicago and Northwestern, Chicago, Rock Island and Pacific, Chicago, Burlington and Quincy, Burlington and Missouri River in Nebraska, Kansas City, St. Joe and Council Bluffs Railroads, and Missouri River line of steamers for all points East and South.

Tickets for sale to all points east at Banking House of McCornick & Co., Salt Lake City, also at Union Pacific Railroad Ticket Office in Ogden, at which office berths on sleeping cars can be secured.

THOS. L. KIMBALL, Gen. Ticket Agent, Omaha.

H. H. CLARK, Gen. Supt.

EVENING NEWS.

Saturday, - - February 7, 1880.

ONLY A WOMAN'S THOUGHTS.

Editors Deseret News:

Of course you are aware this is the age of reason, not Tom Paine's, no, it lacks much of his plain, common sense, the greatest gift of God! Still "the schoolmaster" is abroad and education and intelligence is stretching from pole to pole, and to the ends of the earth, and intelligence expands the mind, and ought to crush the narrow thought, the limited view, the contracted sphere. Real intelligence bestows liberality of feeling, of thought, and of principle. Yet, after all, "the schools" can, or they do, only give but a certain regime; they cultivate the head and certain attributes belonging thereto, but the heart, that grand organ of the *genus homo*, the morals, the manners, the judgment, the appreciation and comprehension of what is admirable and what is derogatory, of what justice and equity have to perform in the general *role* of life, much of this is secondary or entirely ignored! What is truly the *role* of man, and what is quite as important, and quite as decided the *role* of woman! I feel artistical! I'll draw a picture!

The Theatre cannot be carried on, or its grand dramas exhibited without woman in the bill! Fancy a Theatre without woman! Would the house fill? Would it pay? Methinks not! No, the order would be, let down the curtain, extinguish the gas, shut the doors! The play is played out! No more Shakespeare, no more Sheridan, Bulwer, Sheridan Knowles, Goldsmith or the crowd of brotherhood around them! The inspiration of the stage is gone! The divinity is not there! The music has ceased, and the silver trumpets of Jubilee are heard no more! "The silver cord is loosed, and the golden bowl broken!" The silence of death reigns in the halls of Thespis, of Melpomene, of Terpsichore and the Sisters Nine! What is the matter? What is wanted? *Only a woman!*

This is a little etching, portraying what the world would be without that extraordinary, mythical, disagreeable, delightful being, *Only a woman!* Surely you exalt women too much, says one, she cannot be all this on the theatre of the world! Get a little common sense quartered on your brain, and you will at once see it is a great fact. Yes, sirs, woman has ever been half of God's blessed creation; her advent on this earth coeval with man. We are told Adam preceded her by a short space, and he at once found he was not perfect, there was no creature in all God's vast creation to mate with him; true and good. To forget his loneliness, he fell asleep and by a species of Cæsarian *modus operandi*, a beautiful creature was exhumed from his side. That of course, at once and forever established where she was to stand; Adam dreamed of her and he awoke to search for her; and mourn for ever if he could not find her! At last, oh ecstacy! he sees her approaching. "On she came, led by her heavenly maker, though unseen and guided by his voice!" Her portrait is drawn one inspired, "Grace was in all her steps, Heaven in her eye, in every gesture dignity and love!" Behold a perfect woman! Eve—mother of the human family and Queen of the universe! Adam loves and appreciates her, in the glory of his feelings he names her "Woman!" Why must that beautiful, that glorious name be discarded in these finical days, straining for effect, and everything must be called "a lady!" Out upon such a libel on the pure language of paradise.

But this perfect woman! What was to be her destiny on this earth? It is too long, too complex, too mysterious, too wonderful (even to herself) to tell on the pages of any book; though glimpses might be given; her history is the unwritten mystery of the world! On this small column I can only give the skeleton of a hint; thousands of centuries have passed away into the interminable bygone! and now in the 19th century the grand question all the great masculine minds are asking with furrowed brow, and agonized voice, "Is she competent to hold the office of sorting out letters, reading their addresses, and placing them in the 'pigeon holes' with the telling letter pasted on their margins, and a few other small offices, that any smart school boy or girl would not dishonor?" We here gracefully take a harlequin leap, with the "faglioni" flying, step over the pros and cons of whether she shall or whether she shan't be an acknowledged recognized citizen of this glorious republic, or whether it is decided that she is only a kind of myth, useful only in the "private theatricals" of domestic life, especially the nursery and the culinary department, no books being necessary for her but "Sally Glass" and "Dr. Goum." Patience, woman, patience. Truth will prevail even in your case, which has "lain on the table" thousands of years. Never mind if it lays there a little longer. In the mean time, take "an out," and get ready for all that is ahead of you! Be on your watch tower, and be sure to remember the "oil in your lamps." Be sure to be among the "wise virgins." Every wrong will be made right. My feelings are earnest and strong, but never rabid on the "woman question," because I live in the knowledge that woman will yet develope the being that God made her, and whom Adam named! Now, in most cases, she is man made. She will also help to remodel man.

Start not, gentlemen! nothing derogatory to your dignity is ever intended by me. As far as God gives me power, I love to be a helpmate to my brother man! I honor him; and will not fear to meet him face to face before the Great White Throne when the judgment is set! Yet it is woman's mission to make morals, and manners. It will be no weak, vain, frivolous fool that *can* no this—she will have a Soul mighty as his own; a mind pure and clear as the noon-day sun; she will have an intuition of all that it will be necessary for her to know, she will seek no place, power or office that is not consistent with her dignity, for she will *know* her place, and just simply hold it! Her very association will have an elevating influence. You are aware gentlemen that her influence is visible enough to-day. That is no new idea; look around! Alas! It is not always for good! Can we destroy the bad and bring out the good which is still a living principle in the human organism? Are not all women all over the world, trying every nerve to bring about a better state of things? Surely you must see the good, the improvement that is going on amongst us. It may be slow, but I tell you it is sure; and we fear not the gainsayers—men or women—for there are some of both that malign us! But we are not afraid to say that God is with us. Doubts are traitors, whoever harbors them, and make us lose the good we oft might win. Woman cannot change her nature. I do not believe in the Darwin doctrine; I believe mankind came from a noble stock. "Only a little lower than the angels." Give woman your confidence, and fear not that she will abuse it; live and reign conjointly. Be to woman her "shield and buckler," and gladly will she be your co-mate in all that is righteous, Gemini being your ruling sign.

REX.

DR. LYON'S TOOTH TABLETS. Indispensable to every lady's toilet. dw&s

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Correspondence.

MONTPELIER, Idaho, Feb'y 1st, 1880.

Editor Deseret News:

The residents of this place enjoyed a rich treat last Saturday and Sunday, January 17 and 18, in a local Ward conference, held by the Presidency of the Stake for the benefit of the Saints on "this side of the river" (as we term it) more particularly.

There were present on the stand President C. C. Rich, of the Twelve Apostles; J. H. Hart and George Osmond of the Presidency of the Stake; Elders J. Pugmire, A. Galloway, J. U. (or Y.) Stucki and S. W. Richards, from other parts of the valley, and the authorities of the Ward and others, on this side of the river.

Five meetings were held, all of which were very well attended, and some excellent instructions, wise counsels and fatherly advice were given alternately, by the brethren mentioned.

The subjects treated on were: Unity, sustaining the authorities in the Priesthood and wards. The Word of Wisdom and evil effects from the use of intoxicating spirits, tithing and improvement of the mind, by subscribing for and reading such papers as the NEWS, *Juvenile Instructor*, *Woman's Exponent*, *Young People's Magazine*, and Church works in general, as also reliable works on history, science, etc.

Urged the Saints to think more, and cultivate the mind, in preference to the toes.

The genial face of President Rich, (who is much beloved by the Saints of Bear Lake Valley) and his good counsels are always welcome with pleasure as he travels around among the settlements.

Sunday eve the brethren rode on to Bennington and Georgetown to hold meetings there Monday and Tuesday.

President Rich and Elder Richards remained here and occupied the time at Sunday evening meetings, relating some very interesting incidents of the history of the Church during the life of the Prophet Joseph Smith.

The Montpelier Dramatic Association—organized a few weeks ago—gave its first public performance last night in the ward school house, to a crowded house, performing the pieces "All that Glitters is not Gold," and "The Two Polts," in a creditable and highly interesting manner for amateurs.

We have had no snow fall of late but the weather is extremely cold.

The health of the people is generally good. Sunday school and meetings are well attended. Our day school is in a flourishing condition. There are over ninety names enrolled. Requires two teachers.

A painful accident occurred yesterday morning to one of the members of Bishop C. E. Robison's family. His little daughter Lenora, between three and four years old, fell from the bed to the floor and broke her arm just above the elbow. A brother here set the injured limb, and the little patient is doing as well as could be expected.

Yours, &c. R. P. S.

NOTICE

THE ANNUAL MEETING of the Stockholders of the Utah Southern Railroad Company, for the election of Officers for the ensuing year, will be held at the office of the Deseret National Bank, Salt Lake City, Utah Territory, February 21st, 1880, at 11 o'clock a.m.

H. S. YOUNG, Secretary.

T. K. PEARSON,

JOBBING CUTLER,

Is the Best Place to get your Knives, Razors and Shears ground and repaired. Saws set and sharpened. Sewing and Knitting Machines Repaired.

South End COMMERCIAL STREET. d62 lm

POSTAL AFFAIRS.

Rates of Domestic Postage.

LETTERS.—The standard single rate weight is ½ oz. avoirdupois.

Single rate letter throughout the United States	3 cents.
For each additional ½ oz. or fraction	3 "
Drop Letters, single rate	1 "

NEWSPAPERS AND PERIODICALS.—The postage on newspapers has to be paid at the office of publication.

Newspapers are not charged postage when sent from the publication office to subscribers in the county where the paper is published.

Single newspapers, not exceeding 2 ounces in weight, 1 cent to any part of the United States, prepaid.

PACKAGES.—Parcels, unsealed, 1 cent per ounce.

The maximum weight of any package of printed or miscellaneous matter is 4 lbs. avoirdupois.

Rates of Foreign Postage.

	Letters.	News-papers.
Greece, closed mail, via England	5 cts.	2 cts.
Hong Kong, American packet, via San Francisco	10 cts.	2 cts.
Italy, direct closed mail, via England	*5 cts.	2 cts.
Italy, via North German Union, direct	5 cts.	2 cts.
Japan, American packet, via San Francisco	10 cts.	2 cts.
Mexico	10 cts.	2 cts.
New Zealand, via Southampton	12 cts.	2 cts.
Norway, via North German Union direct	5 cts.	2 cts.
Norway, closed mail via England	5 cts.	2 cts.
Portugal, via England	5 cts.	2 cts.
Russia, via North German Union direct	*5 cts.	2 cts.
Russia, closed mail via England	*5 cts.	2 cts.
Sandwich Islands, by mail from San Francisco	5 cts.	1 ct.
South American States, Atlantic Coast, via England	27 cts.	4 cts.
Brazil alone from New York	15 cts.	2 cts.
Argentine Republic and Uruguay, via American packet from New York	23 cts.	10 cts.
Pacific Coast, Peru, Ecuador, Bolivia and Chili	17 cts.	4 cts.
Spain, via New Orleans	5 cts.	2 cts.
Sweden, via North German Union direct	*5 cts.	2 cts.
Sweden, closed mail via England	*5 cts.	2 cts.
Switzerland, direct closed mail via England	*5 cts.	2 cts.
Switzerland, by North German Union direct	*5 cts.	2 cts.
West Indies (British and Danish) American packet from New York	5 cts.	2 cts.
(British), British mail via St. Thomas	13 cts.	4 cts.
(Not British)	5 cts.	2 cts.

The standard single rate to Great Britain is half an ounce avoirdupois; to France and the Continent (by French mails) it is 15 grammes or one quarter ounce avoirdupois. The asterisk (*) indicates that prepayment is optional.

Registered Letters and Money Orders.

REGISTRATION.—Letters may be registered on payment of a fee of ten cents, in addition to the regular postage, but the government takes no responsibility for safe carriage or compensation in case of loss.

MONEY ORDERS.—All principal post offices now receive small sums of money and issue drafts for the same upon other post-offices, subject to the following charges and regulations:

On orders not exceeding $15	10 cents.
On orders not exceeding $30	15 "
Over $30 and not exceeding $40	20 "
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