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; Wenona Junction to Lacon; Washington, Fairfield Junction to Washington; Kirkwood to Iowa City; Eldon, Belknap, Centreville, Princeton, Trenton, Gallatin, Cameron, Leavenworth and Atchison; Washington to Sigourney, Oskaloosa and Knoxville; Ottumwa to Farmington, Bonaparte, Bentonsport, Independence, 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 earth 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, good as is served in any first-class hotel, for twenty-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 & Northwestern 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. (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 Ticket and Pass'r 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 Company Ticket Offices of Union Pacific, and all Western Railroads.

New York Office, No 415 Broadway. Boston Office, No 5 State Street. Omaha Offices, 511 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; Kinzie Street Depot, corner West Kinzie and Canal Streets; Wells Street Depot, corner Wells and Kinzie Streets.

For Rates or information not obtainable 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. 25

TOWNSLEY'S TOOTHACHE ANODYNE

CURES IN ONE MINUTE.

HOEY'S CARBOLIC TROCHES

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

JOHN F. HENRY, CHEMIST & CO., Sole Proprietors, 36 Chatham 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	
*Woods Cross	7 23	4 08	60
Centreville	7 33	4 16	75
Farmington	7 50	4 33	1 00
Kaysville	8 12	4 52	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 40	6 20	
Kaysville	10 31	7 10	1 00
Farmington	10 52	7 31	1 32
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 6.30 a. m., arriving in Salt Lake City at 9.10 a. m., leaving Ogden at 3.30 p. m., arriving in Salt Lake City at 6.30 p.m.

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

JOHN SHARP, Superintendent.

THE OLD RELIABLE FORT WAYNE AND PENNSYLVANIA R.R. LINE

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 East 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 6.30 p. m; Washington 8.35 p. m. next day.

5.15 p.m. Atlantic Express. Daily.

With Drawing Room and Hotel Car.

Reaches Pittsburg 12.15 p. m; Harrisburg 4.55 p. m; Philadelphia 2.35 a. m; New York 5.45 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 7.10 p. m; Harrisburg 3.50 a. m; Baltimore 7.45 a. m; Washington 9.05 a. m; Philadelphia 6.00 a. m; New York 10.35 a. m; Boston 8.00 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 English Make, and unrivaled for Elasticity, Durability, and Evenness of Point.

GREAT SWAN QUILL ACTION.

In Twenty Numbers. Samples, including the popular numbers, 1-2-5-8-15 and 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 00	
Morgan	7 18	8 00	50
Germania	7 22	8 10	50
Lovendahls	7 28	8 20	50
Junction	7 31	8 35	75
ARRIVE AT			
Sandy	7 40	8 45	85
LEAVES			
Sandy	7 55	9 10	
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 25
Springville	9 53	1 10	2 55
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 10	4 50
ARRIVE AT			
Sandy	5 40	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.	Fares.
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	53	3 00

GOING SOUTH.

STATIONS.	No. 2 MIXED.	Miles.	Fares.
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	53	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	1.00 p.m.
Freight	3.00 a.m.

ARRIVE.

Daily Express	8.15 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 Rock Springs mines.

At Cheyenne with the Colorado Division of the Union Pacific for Denver, Leadville, Central, Black Hawk, and all other 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. Jos 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 McCormick & Co., Salt Lake City, also at Union Pacific Railroad Ticket Office in Ogden. Sleeping cars berths or sleeping cars can be secured.

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

H. H. CLARK, Gen. Supt. 390

EVENING NEWS.

Friday, February 6, 1880.

BY TELEGRAPH.

VIA WESTERN UNION TELEGRAPH LINE

FOREIGN.

GREAT BRITAIN.

THE BRITISH PARLIAMENT.

Opening Scenes—The Queen's Speech.

LONDON, 7.—The weather to-day is fine. The Royal procession to the Parliament House took place in accordance with the programme. The Queen arrived at the House of Lords ten minutes past two. Upon receiving a copy of the speech from Lord Cairns, Lord High Chancellor, Her Majesty handed it back to him, and Lord Cairns then read the speech. The ceremony lasted 15 minutes.

MY LORDS AND GENTLEMEN—It is with much satisfaction I again resort to the advice and assistance of my Parliament. My relations with all the powers continue friendly. The course of events since the prorogation of Parliament has tended to furnish additional security to the maintenance of European peace on the principle laid down by the treaty of Berlin. Much, however, still remains to be done to repair the disorder with which the late war has affected many parts of the Turkish Empire. The convention for the suppression of the slave trade has been concluded between my government and that of the Sultan.

At the close of your last session I expressed a hope that the treaty of Gundamuk had happily terminated the war in Afghanistan, in conformity with its provisions. My envoy with his retinue was honorably received and entertained by the Ameer at Cabul. While engaged, however, in the exercise of their duty, he and those connected with the embassy were treacherously attacked by overwhelming numbers and after an heroic defense were almost all massacred. An outrage so intolerable called for condign chastisement, and troops, which pursuant to the stipulations of the treaty either had withdrawn or were withdrawing from the territorial government of the Ameer, were ordered to retrace their steps. The skill exhibited in the rapid march upon Cabul, and in the advance upon other lines of action reflects the highest credit upon the officers and men of my British and native forces, whose bravery has shone with wonted lustre in every collision with the enemy. The abdication of the Ameer and the unsettled condition of the country render a recall of my troops impossible for the present, but the principle on which my government has hitherto acted remains unchanged, and while determined to make the frontier of my Indian empire strong, I desire to be on friendly relations alike with those who may rule in Afghanistan and with the people of that country.

My anticipations of an early establishment of peace in South Africa have been fulfilled. The captured position of the Zulu king and the breaking up of the military organization on which his dynasty was based have relieved my possessions in that part of the world from the danger which seriously impeded their advancement and consolidation.

In Basutoland a native outbreak of considerable importance has been effectually quelled by my Colonial forces, while Transvaal has been freed from the depredations of a powerful Chief, who, having successfully resisted the former government of the country, had persistently rejected our attempts at conciliation. I have reason to hope that the time is now approaching when an important advance may be made towards the establishment of a union or conservation under which the powers of self-government already enjoyed by the inhabitants of Cape Colony may be extended to my subjects in other parts of South Africa. Papers and other matters will be forthwith laid before you.

Gentlemen of the House of Commons: I have directed estimates of this year to be prepared and laid before you without delay.

MY LORDS AND GENTLEMEN: The Commission which, at the close of the session, I informed you I had issued to inquire into the causes of the agricultural depression, throughout the United Kingdom, is pursuing its labors. In the meantime the serious deficiency in the usual crops in some parts of Ireland has rendered necessary special precautions on the part of my Government to guard against the calamities with which these districts are threatened. With this view they have called upon the authorities charged with the duty of administering relief to make ample preparations for the distribution of food and fuel, should such a step become necessary, and they have also stimulated the employment of labor by advances on terms more liberal than those prescribed by existing law.

I feel assured you will give your sanction to a course which has been adopted where it may have exceeded the power entrusted by Parliament to the Executive of the Government. A proposal will be submitted to you for providing funds required for these exceptional advances on the security of property administered by church temporalities commissioners.

The Queen then refers to certain measures to be considered and concludes, I trust the blessing of Almighty God will attend your labors.

Lords Beaconsfield and Salisbury were not present at the opening of Parliament. The Queen's reception by the crowd in the street was very enthusiastic.

There was the usual search for Guy Fawkes in the cellars of the House of Commons this morning.

In the House of Commons, Northcote gave notice he would move tomorrow the adoption of a bill sanctioning the measures of relief for Ireland already taken, and for further relief.

Alexander W. Sullivan, Home Rule member for Louth, gave notice that he would to-morrow move for leave to introduce a bill for the better protection of life and property in Ireland by suspending the serving of writs of ejectment for non-payment of rents.

Charles Newdegate, Conservative member for Warwickshire, gave notice of his intention to offer a resolution providing for the suspension of members as a penalty to the obstruction of legislation.

William Shaw, Home Ruler from Cork, gave notice of an amendment to the address censuring the government for its failure to take efficient measures for the relief of distress in Ireland, and calling upon them to act in that direction. The amendment concludes with a statement that it is essential for the peace and prosperity of Ireland to legislate immediately and comprehensively on questions relating to land tenure, the neglect of which duty is the true cause of constantly recurring distress in that part of the country.

Rt. Hon. John Robert Mowbray (conservative,) member for Oxford University, wrote an address in answer to the speech from the throne.

Mr. Carry, in seconding the motion, stated that the distress in Ireland was not so great as has been represented. He conceded that any interference on the land question should be conducted with all due safeguards.

RAILROAD FREIGHT REPORT.

Statement of Freight received and forwarded over the

UTAH CENTRAL RAILROAD

During the month ending January 31st, 1880.

RECEIVED.

Class.	Weight Lbs.
Merchandise	3,437,772
Coal	15,318,872
Coke	1,599,398
Charcoal	465,000
Ore	112,700
Building Material	89,820
Lumber	294,010
Wagons	173,100
Agricultural Implements	21,100
Machinery	74,250
Railroad Material	1,406,593
Live Stock	120,000
Grain	1,230,900
Flour and Millstuffs	138,704
Dry Goods	43,700
Hay	168,800
Sundries	309,750
Total	25,775,224

FORWARDED.

Merchandise	176,860
Bullion	1,189,043
Lead	478,371
Salt	112,600
Wool and Hides	115,575
Machinery	31,150
Dried Fruit	42,175
Copper Matte	43,482
Sundries	69,000
Total	3,017,756

UTAH SOUTHERN RAILROAD.

RECEIVED.

Merchandise	109,048
Bullion	2,075,454
Ore	2,204,658
Rock	716,750
Iron Ore	2,342,000
Wool and Hides	54,556
Hay	100,000
Lead	396,463
Coke	70,000
Coal	20,000
Flour and Millstuffs	35,700
Dried Fruit	2,936
Lumber	20,000
Live Stock	50,000
Sundries	89,500
Total	8,276,874

FORWARDED.

Merchandise	386,481
Coal	3,000,960
Charcoal	285,000
Coke	1,470,850
Limestone Rock	1,568,000
Ore	317,916
Building Material	81,300
Lumber	60,000
Wagons	45,200
Railroad Material	1,780,863
Bullion	204,731
Grain	223,123
Copper Matte	147,868
Flour and Millstuffs	121,210
Fire Clay and Brick	15,865
Machinery	65,820
Hay	239,776
Live Stock	18,800
Sundries	85,648
Total	11,118,623

UTAH SOTUHERN R. R. EXTENSION.

RECEIVED.

Merchandise	2,563
Bullion	231,684
Wool and Hides	4,492
Grain	465
Live Stock	48,000
Wagons	1,500
Total	288,704

FORWARDED.

Merchandise	109,578
Coal	20,400
Lumber	40,220
Produce	69,300
Hay	149,800
Powder	2,800
Grain	195,961
Flour and Millstuffs	8,870
Live Stock	2,600
Wagons and Wagon Stock	25,865
Machinery	1,324
Sundries	6,670
Total	627,938

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. d2 1m

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.	Newspapers.
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 Eng. land	5 cts.	2 cts.
Sandwich Islands, by mail from San Francisco	5 cts.	1 ct.
South American States, Atlantic Coast, via England	22 cts.	4 cts.
Brazil, place from New York	15 cts.	2 cts.
Argentine Republic and Uruguay, via American packet from New York	22 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	10 cts.	2 cts.
(British), British mail via St. Thomas	19 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 for prepaid of a fee of ten cents, in addition to the regular postage, but the government takes no responsibility for any 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 $10, 5 cents
On orders not exceeding $20, 10 "
Over $20 and not exceeding $30, 15 "
Over $30 and not exceeding $40, 20 "

INTERNATIONAL MONEY ORDERS on Great Britain, Germany and Switzerland may be obtained upon the payment of the following fees, viz:

GREAT BRITAIN.

On orders not exceeding $10, 25 cents
Over $10 and not exceeding $20, 50 "
Over $20 and not exceeding $30, 75 "
Over $30 and not exceeding $40, $1.00 "
Over $40 and not exceeding $50, 1.25 "

GERMANY.

Fees same as Great Britain.

SWITZERLAND.

Rates of commission in United States currency charged for issuing International Money Orders, to be transmitted by the Postmaster of New York to Switzerland.

On orders not exceeding $20, 10 cents
Over $20 and not exceeding $30, 15 "
Over $30 and not exceeding $40, 20 "
Over $40 and not exceeding $50, 25 "

INVALIDS

AND OTHERS SEEKING

HEALTH,

STRENGTH AND ENERGY,

WITHOUT THE USE OF DRUGS, ARE REQUESTED TO SEND FOR THE ELECTRIC REVIEW, AN ILLUSTRATED JOURNAL, WHICH IS PUBLISHED FOR FREE DISTRIBUTION.

IT TREATS UPON HEALTH, HYGIENE, and Physical Culture, and is a complete encyclopædia of information for invalids and those who suffer from Nervous, Exhausting and Painful Diseases. Every subject that bears upon health and human happiness, receive attention in its pages; and the many questions asked by suffering invalids, who have despaired of a cure, are answered, and valuable information is volunteered to all who are in need of medical advice.

The subject of Electric Belts versus electricity, and the hundred and one questions of importance to suffering humanity, are duly considered and explained.

The ELECTRIC REVIEW exposes the unmitigated frauds practiced by quacks "and medical imposters who profess to practice medicine," and points out the only safe, simple, and effective road to Health, Vigor, and Bodily Energy.

Send your address on postal card 55 a copy, and information worth thousands will be sent you. Address, the publishers,

PULVERMACHER GALVANIC CO., 543 Montgomery St., San Francisco, California.

THE GREAT REMEDY FOR CURING,

ALLEN'S LUNG BALSAM.

Coughs, Colds, Consumption, Asthma, Bronchitis, and all other Throat and Lung Affections—Endorsed by the Press and Physicians. Taken by thousands and successfully always. It has no Equal.

SOLD EVERYWHERE.

TOLL-GATE NO. 2. 75 objects to find. Beautiful Colored Picture. Very ingenious. Send stamp for package. Dr. E. C. ABBEY, Buffalo, New York. dw 1y

FELLOWS' COMPOUND SYRUP OF HYPOPHOSPHITES

The Promoter and Perfector of Assimilation.

The Reformer and Vitalizer of the Blood.

The Producer and Supporter of Nerve and Muscle.

The Builder and Supporter of Brain Power.

Fellows' Compound Syrup is composed of Ingredients identical with those which constitute Healthy Blood, Muscle and Nerve and Brain Substance, while life itself is directly dependent upon some of them.

By its union with the blood and its effect upon the muscles, reestablishing the one and toning the other, it is capable of effecting the following results:

It will displace or wash out tuberculous matter, and thus cure Consumption.

By increasing Nervous and Muscular Vigor, it will cure Dyspepsia, feeble or interrupted action of the Heart and Palpitation, Weakness of Intellect caused by grief, worry, overtax or irregular habits, Bronchitis—Acute or Chronic, Congestion of the Lungs, even in the most alarming stages.

It cures Asthma, Loss of Voice, Neuralgia, St. Vitus' Dance, Epileptic Fits, Whooping Cough, Nervousness, and is a most wonderful adjunct to other remedies in sustaining life during the process of Diphtheria.

Do not be deceived by a medicine bearing a similar name, i. e., other preparation is a substitute for this under any circumstances.

Look out for the name and all drug J. I. FELLOWS, St. John, N. B. on the yellow wrapper in watermark, which is seen by holding the paper before the light.

Price, $1.50 per Bottle, six for $7.50.

Sold by all Druggists.

d 121 2t &w

Swallowing POISON

Spurts of disgusting mucous from the nostrils or upon the tonsils, Watery Eyes, Nausea, Buzzing in the Ears, Deafness, Crackling sensations in the Head, Intermittent Pains over the Eyes, Fœtid Breath, Nasal Twang, Scabs in the Nostrils and Tickling in the Throat are SIGNS OF CATARRH.

No other such loathsome, treacherous and discouraging malady afflicts mankind. One-fifth of our Children are victims of disease generated by its Injurious Poison, and one-fourth of living men and women develop incurable diseases from the same cause. While asleep, the impurities in the nostrils are necessarily swallowed into the stomach and inhaled into the lungs to poison every part of the system.

Dr. Wet De Meyer's Catarrh Cure disarms the purulent germs and kills the seeds of poison in the farthest parts of the system. It will not only relieve, but certainly cure Catarrh at any stage in the early recitals which fit the judgment, has ever yet really cured a case of Chronic Catarrh.

Cured! Cured! Cured! Cured!

G. G. PRESSWOOD, Proprietor West End Hotel, Long Branch, cured of 20 years Chronic Catarrh.

S. BENEDICT, Jr., Jeweler, 607 Broadway, N. Y., (member of family) cured of Chronic Catarrh.

J. B. MOLLOSAU, 170 Canal St., N. Y., cured of 11 years Chronic Catarrh.

J. B. MOLLOSAU, 170 Broadway, N. Y., (sister-in-law) cured of 10 years Chronic Catarrh.

MRS. JOHN DOUGHTY, Fishill, N. Y., cured of 8 years Chronic Catarrh.

MRS. JACOB SWARTZ, Jr., 20 Warren St., Jersey City, cured of 15 years Chronic Catarrh.

PAUL DE LUMAS, 19 Canal St., N. Y., cured (sister-in-law) cured of Chronic Catarrh.

REV. WM. ANDERSON, Fordham, N. Y., cured of 20 years Chronic Catarrh.

MISS. AIKEN, Opera House, Boston, have received very great benefit from it.

A. McKINNEY, R. R. Postal Clerk, Brooklyn, N. Y., "My family are improved immediately."

Wol De Meyer's Catarrh Cure is the most important medical discovery since vaccination. It is sold by all Druggists, or delivered by D. B. DEWITT & CO., 40 Dey St., N. Y., at $1.50 a package, or 6 Cans, six packages, for $7.50 on receipt of $1.50. Dr. De Meyer's Treatise is sent free on application.

Children Cry for Fletcher's Castoria.

Cesbron Lindquists, the world's great Pain relieving agents for man and beast.

NAMES OF PRESIDENTS AND BISHOPS OF THE ORGANIZED STAKES OF ZION.

BEAR LAKE STAKE.

WM. BUDGE, President.

JAS. H. HART, GEO. OSMOND, Counselors.

Bear Lake County, Idaho.

BISHOPS.

Henry A. Lewis, George Town.
Joseph W. Moore, Bennington.
Chas. E. Robison, Montpelier.
H. H. Dalrymple, Preston.
P. Jensen, Ovid.
Edwin N. Austin, Liberty.
Henry J. Horns, 1st Ward, Paris.
Robert Price, 2d " "
Wm. Hulme, Bloomington.
John A. Hunt, St. Charles.
Robert Pope, Fish Haven.
B. F. Lau, acting, Soda Springs.
John Kunts, acting, Bernc.

Rich County, Utah.

Joseph Kimball, Meadowville.
Ira Nebeker, Lake Town.
Randolph H. Stewart, Randolph.
W. H. Lee, Woodruff.

BEAVER STAKE.

JOHN R. MURDOCK, President.

JOHN ASHWORTH, M. L. SHEPHERD, Counselors.

Beaver County.

BISHOPS.

Charles D. White, 1st Ward, Beaver.
John X. Smith, 2d " "
Robert Easton, Greenville.
Jos. H. Josephs, Adamsville.
James McKnight, Min