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 capital of Iowa) with branches from Bureau Junction to Peoria; Wilton Junction to Muscatine, Washington, Fairfield, Eldon, Bethany, Centreville, Princeton, Trenton, Gallatin, Cameron, Leavenworth and Atchison; Washington to Sigourney, Oskaloosa and Knoxville; Cookik 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 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 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 & 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. (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 Counsen Ticket Offices of Union Pacific, and all Western Railroads.

New York Office, No 415 Broadway. Boston Office, No. 5 State Street. Omaha Offices, 502 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 worse 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. 21

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., SOLE PROPRIETORS. 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 25	4 08	60
Centreville	7 39	4 16	75
Farmington	7 50	4 30	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 6.50 a. m., arriving in Salt Lake City at 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 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 9.00 p. m. next day.

5.15 p.m. Atlantic Express, Daily.

With Drawing Room and Hotel Car.

Reaches Pittsburg 12.45 p. m; Harrisburg 10.55 p. m; Philadelphia 3.35 a. m; New York 6.45 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 7.30 p. m; Harrisburg 3.50 a. m; Baltimore 7.45 a. m; Washington 9.05 a. m; Philadelphia 9.0 a. m; New York 10.35 a. m; Boston 8.40 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 European Make, and unrivaled for Flexibility, Durability, and Evenness of Point.

REAL SWAN QUILL ACTION.

In Twenty Numbers. Samples, including the popular numbers, Fine Points 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 30	
Morgan	7 12	8 00	50
Germania	7 22	8 10	50
Lovendahls	7 32	8 20	60
Junction	7 38	8 25	75
ARRIVE AT			
Sandy	7 40	8 45	85
LEAVES			
Sandy	7 53	9 00	
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 60
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 23	3 25	4 50
ARRIVE AT			
Sandy	5 40	3 40	4 65
LEAVES			
Sandy		4 45	
Junction	5 44	4 55	4 75
Lovendahls	5 50	5 05	4 50
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	53	3 00

GOING SOUTH.

STATIONS.	No. 2 MIXED.	MILES.	FARE.
TRAINS LEAVE	P. M.		
Juab	1 20		
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	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. 390

EVENING NEWS.

Wednesday, - - February 4, 1880.

Correspondence.

PARIS LETTER.

PARIS, France, January 14th, 1880.

The *verglas* of last night will probably be memorable, although it was surpassed by that of 1870. If the rain yesterday had been continuous, instead of intermittent, the consequence would have been truly melancholy. As it was, there were more casualties of a minor sort than could be chronicled. Few persons who attempted walking escaped a fall, but the horses, as usual at such times, were the sufferers. As the night wore on the frost showed no signs of giving way, and the omnibus service ceased at an early hour, but not soon enough to prevent the curious spectacle of a large number of these lumbering vehicles remaining throughout the night in the middle of the roads. Finding it impossible to proceed, the horses had been unharnessed, and conducted to their stables, while the passengers descended and made their way home as best they could. It was curious to notice the number of people on the boulevards, their feet swathed in all manner of bandages. So desperate was the plight that some people took off their stockings and wore them over their boots. This expedient was resorted to by both sexes, and led to some very ludicrous scenes outside the theatres. In the outskirts of the city some skaters were noticed gliding over the pavements and roads with enviable ease. The price of cabs rose rapidly, until it became impossible to hire one of these conveyances without paying a fabulous sum, and at the pace they traveled the advantage of securing one was by no means clear. On the other hand, the drivers, with few exceptions, resented the offer of a fare, and no wonder, seeing that in every street there was a horse in distress. Nevertheless the indignation against the unwilling drivers rose to a high pitch, and the police tried in vain to compel them to accept fares. At one o'clock there was not a conveyance of any kind to be had, but two hours later several, whose horses had their shoes roughed, were seen slowly moving in the streets and succoring unhappy wayfarers. This morning the ground was white with snow, but a thaw has since set in.

The annual service for the repose of the soul of the late Emperor Napoleon III, was held at noon to-day at the Church of St. Augustin. It was fairly well attended, but nothing more, and there was no difficulty in obtaining places in any part of the sacred edifice 10 minutes before the proceedings commenced. There was, however, a very good show of Bonapartist notabilities. Many ladies in deep mourning were also present, besides persons belonging to the lower classes, most of whom wore bunches of violets in their button-hole or bonnet. The high altar, brilliantly illuminated, was covered with a large black drapery garnished with silver lace, but the remainder of the church was untouched. A few minutes before 12, Prince Napoleon entered, accompanied by Prince Joachim Murat. He was respectfully saluted as he passed through the crowd on his way to his seat in the front rank, and the congregation rose as soon as he was perceived. Princess Mathilde followed, a moment after, but neither of the young Princes was present. I have reason to know that Prince Napoleon was at first unwilling to attend this service, as he feared that such a course might be interpreted as a political demonstration. The service occupied barely half an hour, and the Prince left by the side door through which he had entered, once more amid the respectful salutation of the crowd. M. Paul de Cassagnac again became the object of a popular ovation, he being followed to his home in the Rue de Boulogne by a crowd of persons shouting "Vive Cassagnac." The cry was taken up at intervals by workmen in the streets through which the cortege passed, and the utmost enthusiasm was exhibited. Arriving at his door M. Paul de Cassagnac made a neat little speech, in which he asked his friends to disperse quietly, and thanked them for their recognition of his devotion to his flag. "You carry in your hearts," he concluded, "the proud souvenir of having seen in a full radical republic the imperialist party triumphantly passing behind me through the streets of Paris.

S.

The Old Pain.

A WOMAN'S STICKEN HEART—SAD STORY OF DOMESTIC LIFE.

It was just seven years ago that an extraordinary scene occurred at Danbury. It was in the evening, and a couple were bringing in several pots of plants from the yard to save them from the frost which the temperature of out doors threatened. While thus engaged she spoke, referring to a geranium she had in her hand.

"I wouldn't lose this one for a great deal, as mother gave it to me."

He looked at it.

"Your mother gave it to you? Guess not; I bought that plant myself."

"Why, it's no such thing."

"I tell you I did," he added, speaking with some warmth.

"And I tell you you didn't," she asserated. "Do you suppose I don't know what was given to me?"

"Don't you suppose I know what I bought with my own money?"

"If you say you bought that geranium," she said, speaking very slowly and with white lips, "you say what you know to be false."

"Do you mean to say that I lie?" he hissed.

"If you say that, I do."

"You shall be sorry for this," he threatened.

"Never," she retorted.

He put on his hat and coat and left the house.

That was seven years ago. She never saw him again or heard from him in all that seven years. What must have been the thoughts, the agony of mind endured by that wretched wife in that time, no one on earth knows. She kept her thoughts to herself, and patiently, as far as outward appearance went, bore the burden put upon her.

Recently her door opened and a man walked into her presence. There was a look, a cry, and she was in the arms of her husband. What a happy home was that. All the agony of seven long years was forgotten in that hour of reconciliation and reunion. A happy supper was spread, and with tears and smiles she hovered about him, ministering to his every want. After supper there was a long talk of the past.

"It is so singular," she said, speaking in one of her pauses, "that it should have happened as it did. I can scarcely comprehend it all. It seems like an awful dream. We both lost our tempers, and we both have suffered for it. The miserable geranium? Do you know I can't bear to see one of those plants? I told mother to come and take it back, for I would not have it in sight."

"What!" he ejaculated, "do you still persist in saying that she gave it to you?"

"Why, John, of course she did. Haven't you got over that idea yet?"

"No, I haven't," he persisted, his face darkening, "I bought that geranium as sure as I am a living man."

She thought of his years of cruel desertion, of all he had caused her to suffer because of his obstinacy, and her heart hardened and her face flushed.

"You are mean to say that when you know it is false."

"It isn't false. It's heaven's truth."

"It's no such thing. It's a mean, contemptible lie."

He jumped from the chair, seized his hat and coat, and shot out of the house like a flash, and she never uttered a word in protest. She sat there with clinched hands and white face, and let him go.

And so he is gone. And to-day she is alone with the old burden and the old pain.

Wei De Meyer's CATARRH

Cure. A speedy and Certain Antidote for Catarrh, Snuffles, Colds in the Head, Influenza and Bronchitis. A Constitutional remedy and absolute cure. Sold by all Druggists, or delivered by D. R. DEWEY & Co., 46 Dey Street, N.Y. at $1.50 a package. Pamphlets mailed free.

Children Cry for Pitcher's Castoria.

Centaur Liniments, the world's great Pain-relieving agents for Man and Beast. 3 d wed th sat

NO MORE RHEUMATISM OR GOUT ACUTE OR CHRONIC SALICYLICA SURE CURE.

Manufactured only under the above Trade-mark, by the

European Salicylic Medicine Co., OF PARIS AND LEIPZIG.

IMMEDIATE RELIEF WARRANTED. Permanent Cure Guaranteed. Now exclusively used by all celebrated Physicians of Europe and America, becoming a Staple, Harmless and Reliable Remedy on both continents. The highest Medical Academy of Paris reports 95 cures out of 100 cases within three days. Secret—The only dissolver of the Poisonous Uric Acid which exists in the Blood of Rheumatic and Gouty Patients. $1 a box; 6 boxes for $5. Sent to any address on receipt of price. Indorsed by Physicians. Sold by all Druggists. Address,

WASHBURNE & CO., Only Importers' Depot, 212 Broadway, New York.

For Sale by MOORE, ALLEN & CO., daw And druggists generally.

STANDARD GOODS —)OF(— R. MATTHEWS & CO., CHEMICAL MANUF'RS, P.O. 1064, Salt Lake City,

Ess. Jamaica Ginger, Toilet Soaps, Bath-Sand Tablets, Scouring Soa Superior Writing Fluid, Boot Blacking, Etc.

For Colds, Coughs, Asthma, Consumption, Throat and Liver Complaints, Affections of the Kidneys, etc., use BARFOOT'S Balsam of Indian Root, Prepared only by us. For Sale at Z. C. M. I. and Utah Commission House.

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 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 "

Over $40 and not exceeding $50 ..... 25 "

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 cents

Over $20 and not exceeding $30 ..... 75 cents.

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 at 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,

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