OFFICIAL DIRECTORY.

United States Officers for Utah.

Governor—Geo. W. Emery.
Secretary, L P Lindsey
Chief Justice—Michael Schaeffer.
Associate Justices—Jacob S. Boreman, Mo.; Philip H. Emerson, Mich.
Marshal—Wm. Nelson.
U. S. Attorney—Sumner Howard.
Surveyor-General—General N. Kimball.
Receiver of Public Moneys—M. M. Bane.
Register of Land Office—Barbour Lewis.
U. S. Assessor and Collector—O. J. Hollister.

Territorial Officers.

Delegate to Congress—Geo. Q. Cannon.
Attorney-General—Zerubbabel Snow.
Auditor—Wm. Clayton.
Treasurer—James Jack.
Superintendent of Common Schools—John Taylor.

Salt Lake County Officers.

Probate Judge—Elias Smith
Selectmen—Reuben Miller, Isaac M Stewart and E Mills
Coroner—George. J. Taylor.
Sheriff—Theodore McKean.
Prosecuting Attorney—Z. Snow.
Assessor and Collector—Geo. Crouch.
Treasurer—E. W East.
County Clerk—D. Bockholt.
County Recorder—Angus M Cannon
School Superintendent—Thos. R. Lewis.

City Officers.

MAYOR:

Feramorz Little.

ALDERMEN:

1st Municipal Ward—Adam Spiers.
2d " " Henry Dinwoodey.
3d " " A. H. Raleigh.
4th " " John Sharp.
5th " " Alex. C. Pyper.

COUNCILORS:

John Henry Smith, Nicholas Groesbeck, J. R. Winder, David O. Calder, George Reynolds, Elias Morris, Elijah F. Sheets, Harrison Sperry.
Treasurer—Paul A. Schettler.
Recorder—John T. Caine.
Marshal—Andrew Burt.
Auditor of Public Accounts—John T. Caine.
Assessor and Collector—John R. Winder.
Supervisor of Streets—William Hyde.
Surveyor—Jesse W. Fox.
Board of School Inspectors—Professor J. R. Park, Henry I Doremus.
Sealer of Weights and Measures—Martin H. Peck.
Captain of Police—Andrew Burt.
Water Master—William Hyde.
Inspector of Wood and Lumber—D. Dinwoody.

FENCE VIEWERS:

1st Municipal Ward—
2d " " Samuel Turnbow.
3d " " Gideon H. C. Gibbs.
4th " " Milton Atwood.

(OFFICIAL.)

Arrivals and Departures of Mails.

ARRIVALS.

East—Through mail, daily ..... 8 40 p m
Alta, daily ..... 5 50 p m
Parley's Park, Big Cottonwood, and Wanship Tuesdays, Thursdays and Saturdays ..... 5 00 p m
Park City, daily except Sunday ..... 5 00 p
Summit and Wasatch counties, Tuesdays and Thursdays ..... 8 40 p m
Rich county, Tuesday, Thursday and Saturday ..... 8 40 p m
Morgan county, daily ..... 8 40 p m
North—Davis county, daily ..... 11 40 a m
Weber county, daily ..... 8 40 p m
Ogden, semi-daily 11 40 a m & 8 40 p m
Alta, daily 8 00
Parley's Park, Big Cottonwood and Wanship, Mondays, Fridays ..... 7 00 a m
tics, daily ..... 8 40 p m
Corinne and Kelton, daily .. 11 40 a m
Idaho and Montana, daily ... 8 40 p m
Boise City and Idaho City, daily ..... 11 40 a m
West—Nevada, California, Oregon, etc. ..... 11 40 a m
Ophir, Tooele, Stockton, Jacob City, &c. ..... 2 30 p m
Bingham Canyon, daily ..... 6 30 p m
South—From Beaver an intermediate points, daily ..... 5 50 p m
Pioche, Star and San Francisco districts, daily ..... 5 50 p m
St. George and points south of Beaver, alternate days 5 50 p m
Sanpete and Sevier counties, daily, except Monday ..... 5 50 p m
Cedar Valley, Fairfield and Tintic mining district, Tuesdays, Thursdays and Saturdays ..... 5 50 p m

DEPARTURES.

East—Through mail, daily ..... 6 30 a m
Alta, daily ..... 8 30 a m
Parley's Park, Big Cottonwood and Wanship, Mondays, Wednesdays and Fridays ..... 7 00 a m
Park City, daily, except Sunday ..... 7 00 a m
Summit and Wasatch counties Mondays and Fridays 6 30 a m
Rich county, Mondays Wednesdays and Fridays ..... 6 30 a m
Morgan county, daily ..... 6 30 a m
North—Davis county, daily ..... 6 30 a m
Weber county, daily ..... 6 30 a m
Ogden, semi-daily 3 30 p m & 8 30 a m
Cache and Box Elder counties, daily ..... 6 30 a m
Corinne and Kelton, daily ... 3 30 p m
Idaho and Montana, daily .. 6 30 a m
Boise City and Idaho City, daily ..... 3 30 p m
West—Nevada, California, Oregon, &c., daily ..... 3 30 p m
Ophir, Tooele, Stockton, Jacob City, &c., daily ..... 6 30 a m
Bingham Canyon, daily ..... 6 30 a m
South—For Beaver and intermediate points, daily ..... 6 30 a m
For Pioche, Star and San Francisco districts, daily 6 30 a m
For St. George and points south of Beaver on alternate days ..... 6 30 a m
For Sanpete and Sevier counties, daily, except Saturdays ..... 6 30 a m
For Cedar Valley, Fairfield and Tintic mining districts, Tuesdays, Thursdays and Saturdays ..... 6 30 a m

UNITED ORDER RULES.

HAVING had frequent enquiries for copies of the **"Rules that Should be Observed by Members of the United Order"** since the first edition of the same was all sold, we have lately printed an authorized edition on fine fancy colored paper, on a sheet 12½ by 20 inches, suitable for framing or mounting on a stretcher and hanging up in the houses of the Saints.

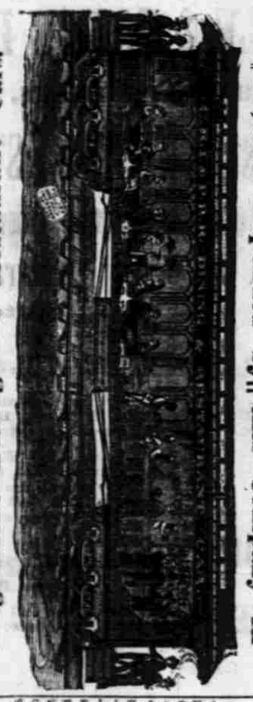
They can be had at this Office, or mailed to any address for

10 Cents per Copy

RAILROADS.

CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD.

The best of HOTEL Meals from full bill of fare is furnished for 75 Cents. Thereafter must furnish meals on the a la carte. Please pay for what you order.



Magnificent Dining and Restaurant Cars.

$40,000 Expended by this Company in

These cars are run on the Great Overland Express Trains between Omaha and Chicago, and are the only ones of the kind in the United States.

A. M. SMITH, Gen. Passenger Ag't. 6214 — A. KIMBALL, Gen. Supt.

U. P. R. R.

UNTIL further notice trains will leave and arrive at Ogden daily as follows:

LEAVE.

Daily Express ..... 10:20 a.m.
Mixed ..... 5:00 p.m.
Freight ..... 8:30 a.m.

ARRIVE.

Daily Express ..... 6:15 p.m.
Mixed ..... 5:40 p.m.
Freight ..... 2:15 p.m.

Daily connections made at Ogden with Central Pacific R. R., and with Utah Central road for Salt Lake City and all points in Southern Utah.

At Bryan with stages for Sweetwater mines.

At Cheyenne with Denver Pacific road for Denver, Central City, Georgetown and all points in Colorado and New Mexico.

At Omaha with Chicago and Northwestern, Chicago, Rock Island and Pacific, Chicago, Burlington and Quincy, Burlington and Mo. River in Neb., 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'l Ticket Agent, Omaha.
S. H. CLARK, Gen'l Supt. d90

Through Cars to Washington City

THE

GREAT FORT WAYNE

AND

PENNSYLVANIA RAILWAY LINE

RUN THE CELEBRATED

PULLMAN PALACE CARS

FROM

Chicago to Baltimore

AND

WASHINGTON CITY,

Without Change!

3 TRAINS DAILY TO PHILADELPHIA

NEW YORK & BOSTON.

2 Trains Daily to BALTIMORE AND WASHINGTON

☞ This route is especially desirable for business men, as it gives them an opportunity to visit Pittsburg, Philadelphia, New York and Boston, the best markets in the East.

Ask for Tickets via Pittsburg, Fort Wayne and Pennsylvania Central R. R., which can be obtained at all regular Railroad Ticket Offices in the West, at the Company's Offices 55, West Madison St., and at Depot, corner Madison and Canal Streets, West Side, Chicago.

F. RYAN, Gen'l Pass. and Ticket Agent.
J. D. LAYNG, General Manager.

LAWS

CONCERNING

PRE-EMPTIONS, Homesteads, Timber Culture, &c.

PRICE FIFTEEN CENTS.

Two Copies 25 Cents.

FOR SALE AT THE

DESERET NEWS OFFICE.

JAKE HEUSSER & BRO.,

(Successors to J. H HAGUE,)

Main Street, First Door North of the Elephant Store, Salt Lake City,

DEALERS IN

GUNS, PISTOLS, AMMUNITION AND FISHING TACKLE.

Practical Gunsmiths.

☞ All work in our line done NEATLY, PROMPTLY, and Satisfaction Guaranteed! d201

BAY STALLION CROMWELL,

THREE years old (half brother to **Black Prince**), got by **Dictator**, full brother to **Dexter**, (brown foaled 1863), got by **Rendyk's Hambletonian**, dam, the dam of Dexter, by American Star; g. d., the dam of Shark.

Dam, LADY KETCHUM (bay),

Got by an imported English blood horse; dam MADAM LOOMER (chestnut), got by Warrior, by Young Messenger, by Winthrop Messenger, by Imported Messenger.

Will stand for a limited number of mares,

PRICE, - - $25.

Enquire of d269 — CHAS CRABTREE.

THE LEADING LIQUOR HOUSE IN UTAH.

WALKER BROS. & CO.,

Carry the Largest and Best Stock of

Liquor Ales, WINES, BEER & CIGARS

IN THE

Rocky Mountain Region.

WE ARE SOLE AGENTS FOR THE

Excelsior Lager Beer, Golden Champagne and Hoffman's Bitters,

And many other valuable and popular articles. Come and see us and you will be satisfied.

WALKER BROS. & CO.,

Opposite Post Office.

WILSON & COMPANY,

Bankers and Brokers,

Dealers in Stock Privileges, U. S. Bonds, Cotton and Miscellaneous Securities, etc.

The greatest opportunity ever before offered for investment.

1000 dollars made from investment of 200 dollars in 30 days. Smaller amounts invested will pay in proportion.

Investments, large or small, can be trebled in 30 days.

We sell or purchase, as desired, 5 shares of stocks and upward on margins of from one to two per cent.

☞ Letters of Credit and Drafts payable in any part of Europe and America, issued for the convenience of travelers.

Full information sent on application.

WILSON & CO.,
35 & 37 Broad Street,
P. O. Box 2485. NEW YORK.
(Near Gold and Stock Exchange.) d260

DAVIS, HOWE & CO.,

FOUNDRY & MACHINE SHOP,

SUCCESSORS TO

NATHAN DAVIS & SONS

All kinds of Milling and Mining Machinery, Wrought and Cast Ironwork, manufactured to order

Water Jacket, Tuyers, Slag Pots and Carts, Bullion Moulds, Furnace Plates, Hoisting Machinery, Car Wheels and Axles, etc., etc.

Also Brass Work of all description.

First West Street,

Near NORTH TEMPLE ST., S. L. CITY d 197

ZION'S SAVINGS BANK & TRUST COMP'Y,

FIVE DOORS SOUTH OF Z. C. M. I.

East Temple Street.

EVENING NEWS.

Saturday - - December 22, 1877.

Correspondence.

UPTON WARD, Summit Co., December 18th, 1877.

Editors Deseret News:

On the 6th of December, the young men of this ward met, for the purpose of re-organizing the Mutual Improvement Association, which resulted in the following appointments: Richard Powell as President, Thomas Clark and Wm. H. Staley Counselors, and George Randall, Secretary. The young men then enrolled their names as members of the Association, and are taking great interest in mutual improvement.

The Ladies Relief Society is in good condition, with Harriet Staley as President, Matilda Saxton and Maria William, Counselors, and Dorcas Harris, Secretary.

Our Sunday School is in good running order, under the management of David Morley. The children are taught the principles of the gospel, and reading the Bible, Book of Mormon and Doctrine and Covenants.

Our Ward is on the improve, and a good feeling prevails generally. Among the people our bishop is alive to the times and is very energetic after the interests of his ward.

JOHN CLARK.

THE FACTORY FIRE AT BRIGHAM CITY.

BRIGHAM CITY, Dec. 21st, 1877.

Editors Deseret News:

Dear Sir—Last night about two o'clock the citizens of this place were awakened from their peaceful slumber by the cry of fire, and were immediately attracted to the woolen factory on the Box Elder, the frame addition on the east end of which had taken fire through some cause which is yet a mystery to all, as care was always taken in every respect to guard against such an occurrence. Mr. John Laird, the spinner, had walked through the buildings at 11 o'clock, and seen all fire out before that time, in every place. Sleeping there, he was awakened by the outburst of smoke and gave the alarm. About the same time Mr. R. Cahoon, night guardsman, ran through town and cried fire, while City Marshal C. C. Loveland arose and ran to the Court House and rang the bell before dressing himself. The fire very soon reached the roof and the ceiling of the main building, and aided by a breeze, soon inflamed the whole building. The appearance, though sad, bordered on the sublime. At this time all efforts to extinguish the fire were unavailable. In a very few minutes this solid and noble structure (the factory) was a wreck, leaving only crumbling walls standing. Loss in machinery $10,000, building and appendages $25,000, wool, washed and cleaned for use 7,000 pounds. Three narrow looms and one broad loom were saved and some warp and cloth amounting to but little value.

A. C.

A Very Narrow Gauge.

Passenger Cars Running Safely on a Ten Inch Track.

There is "something new under the sun" in railroads. At least I have seen no description in any New York paper of what has just been experimentally completed in Massachusetts. A perfectly working, safe—yes, much safer than the ordinary—road has been produced, and which will revolutionize traffic in both passengers and freight. The cost and the price of both will come down one-half, and yet the companies coin money where they cannot now pay expenses.

The young gentleman who conceived this plan is a practical iron and wood machinist, and also an engineer. To show how narrow a track may be, and be practical and safe, with his own hands he constructed a railroad, having but ten inches width of track, from the elevated village of Hyde Park down to the depot. He also, with his own hands, constructed the cars to run on the track. In these he carried in six weeks over 3,000 passengers from the village down to the depot, without injury to any one. There were several short curves on the way, and the track crossed the highway twice. The people of Billerica, wishing a road across through their town from North Billerica, on the Boston and Lowell railroad, to Bedford, a distance of eight and a half miles, requested the projector, Mr. George E. Mansfield, to come and give the people a lecture on narrow track railroads. Some said "It is a chimerical notion;" but others said "This is of God, and must prevail," and they gave a helping hand and secured a movement so far as to get a petition for a charter from the legislature. The charter was allowed. Then the right of way was secured gratis the whole distance. Two very able men gave the way, only because, as they said, it was only a visionary, crazy-headed scheme, and would never be accomplished. But next the whole stock was subscribed. Ben Butler went in for one-fiftieth of the whole stock, which was $50,000. Then came the building of the road, was completed by the first of September, so that cars passed with passengers over the entire route that day, and secured the right of way. There are eleven bridges on the route, over 100 feet long. The rail weighs 25 pounds to the yard, which is quite strong enough; 20 pounds would do. The road is well built and equipped; one grade is 155 feet.

The cars and engines of the road will at once attract and fix the attention. They are very well proportioned and make a very handsome appearance. The engine is behind the tender and next to the cars, so that when the train moves the car next to the engine draws down upon and increases the adhesion of the engine to the track. Both engine and cars are constructed so as to be very near the ground, giving great advantages in regard to safety, also very little oscillation. The cars have an aisle with one seat on each side, in the same manner as ordinary cars have two seats. The length of the cars allows thirty seats, each person having a seat to himself. The cars are warmed with steam, are well ventilated, have closets, water tank, all the modern improvements, Westinghouse brakes, etc. They weigh four tons and a half, ordinary cars weighing on an average eighteen tons. Hence Mansfield will carry sixty persons with cars weighing nine tons, while ordinary roads must draw eighteen tons to carry fifty-six persons. The engines are equally light and less costly than on ordinary roads. It is quite evident that a road eight and a half miles long, which cost equipped $1,500 less than $50,000, and which can be run for half the expense upon ordinary roads, must be a great and notable achievement. The road costs $4,500 per mile. The trains run about twenty miles an hour. Engines weigh about eight tons, and draw two passenger and two freight cars twice per day each way, at a cost of coal of only one-fourth that of ordinary engines.—*Boston Express.*

NOTIONS | DRY GOODS | HOSIERY | CARPETS

CLOTHING | BOOTS & SHOES

CHRISTMAS AND NEW YEAR. 1878.

FRUITS, RAISINS, CURRANTS,

READY CLEANED,

CANDY, NUTS, FIGS, LEMON AND CITRON PEEL, SPICES, ETC., ETC.

HOLIDAY PRESENTS IN IMITATION BRONZE ORNAMENTS, DRESS GOODS, FURS, GLOVES, TIES, &c.

A FULL ASSORTMENT OF ALL OTHER GOODS AT RED ROCK PRICES.

WM. JENNINGS & SONS, EAGLE EMPORIUM.

HATS & CAPS | CROCKERY

GROCERIES | TEAS | FLOUR | COAL OIL

UTAH NORTHERN RAILROAD.

ON AND AFTER

November 1st, 1877.

Trains on this road will leave stations mentioned below as follows:

NORTHWARD.

	No. 1.
Leave Ogden	9.30 a. m.
" Brigham	11.05 a. m.
" Logan	2.55 p. m.
Arrive at Franklin	4.25 p. m.

SOUTHWARD.

	No. 2.
Leave Franklin	9.20 a. m.
" Logan	11.15 a. m.
" Brigham	2.40 p. m.
Arrive at Ogden	4.15 p. m.

Gilmer & Salisbury's Stage Line, to and from Montana, connects with trains at Franklin.

Geo. W. Thatcher, Superintendent.

DAVID JAMES,

LICENSED

PLUMBER, TINNER, Gas and Steam Fitter,

RESPECTFULLY ANNOUNCES THAT,

HAVING BEEN AWARDED THE CONTRACT FOR LAYING THE CITY WATER PIPES,

And having a large stock of Plumbing Material on hand, he is now prepared to Lay Water Pipes in Private and Public Buildings.

Dealer in Marble Slabs and Wash Basins, Water Closets, Copper and Zinc Bath Tubs, Black Galvanized and Hose Pipe and Fittings for same.

☞ Agent for RUMSEY'S Force, Lift and Drive Well Pumps and extras.

Pumps repaired. All work guaranteed.

Office and Workshops, West Temple Street, opposite City Meat Market. d147

CITY LIQUOR STORE.

IMPORTED

ALE, PORTER, CLARET, Cordial & Geneva Gin.

Choicest Wines and Kentucky Whiskeys, which we guarantee pure, and the best that can be obtained for the prices. Suitable for family use and country trade. Call and examine.

MORTON & TUFTS.

First South Street, Two Doors East of Godbe's Corner.

GENEALOGICAL.

To Latter-day Saints who are interested in Genealogical Matters:

By and with the consent of the proper authorities, I have concluded to go to the Eastern States during the present winter, to obtain the genealogies of such Saints as come from there who might desire to employ me. During my recent mission to the eastern parts I acquainted myself with facilities that will enable me to procure genealogies with a fair degree of completeness, and in procuring those of a number of families at the same time, the expense will be but a very small portion of what it would cost each family separately. This is a rare opportunity for the Saints from New England, New York, New Jersey, Pennsylvania or Delaware, or Saints whose ancestors were natives of those States, to procure genealogies at a small cost. A circular, stating terms, will be sent on application.

B. F. CUMMINGS, Jr.
Salt Lake City, U.T.
December 3rd, 1877. d4w

TEMPLE.

STEEL PLATE ENGRAVINGS

Of the TEMPLE, at $1.50, can be had from C. J. THOMAS, Temple Block. d17

HAZARD POWDER.

CONSTANTLY on hand a complete stock of this well-known and justly celebrated GUNPOWDER.

BLASTING, KENTUCKY RIFLE, FAIR LAWN, DUCK, ELECTRIC, FUSE.

For sale at Z. C. M. I. and all the principal stores in the Territory, and by

H. B. CLAWSON, Agent. d133

THOMPSON & JOHNSON, TAILORS,

Opposite north side of Townsend House,

FIRST SOUTH STREET, SALT LAKE CITY.

Men's Suits made and good Trimmings furnished, for $12.00 per suit. Work and fit guaranteed.

Cleaning and Repairing done. d21

BUILDING ROCK.

White Sandstone For Sale,

One and a half miles north of Warm Springs, good road, $5.00 per cord, also

LIME & SAND

of the very best quality.

MACDUFF BROS., Prop'rs.

THOS. OAKEY,

Planing Mill, Box Factory, And Lumber Yard.

EASTERN SASH & DOORS

Shingles Lath & Pickets.

DOOR & WINDOW FRAMES

Wood Turning, &c.

Factory: First East Street, between Third and Fourth South Streets, Salt Lake City, Utah, P. O. Box 187. d267

TO THE PUBLIC OF SALT LAKE CITY.

We have this day, Nov. 12th, 1877, purchased of **Mr. Bassett,** the

CONCRETE MAN,

the patent right to manufacture and lay down the Concrete Garden Walks, Street Crossings, Side-Walks, Etc.

Orders promptly attended to and work guaranteed by us.

Morris & Evans,

P. O. Box 1065.

SALT LAKE CITY.

A. B. TAYLOR. R. B. TRIPP.

TAYLOR & TRIPP, Attorneys-at-Law,

OFFICE—First door north of Dwyer's, Second Floor, MAIN STREET, Salt Lake City, U.T. d3

JOS. WALKER, JOHN A. KNIGHT, JOHN R. ROBERTS, JOHN P. GREAVES.

DESERET CARRIAGE AND WAGON CO.

(Successors to A. Hopper.)

SECOND SOUTH STREET

One and a half blocks East of Main.

ALL KINDS OF

VEHICLES BUILT TO ORDER

From the Farm Wagon to the family carriage. Quality of work and material guaranteed. Mining Cars built on short notice. Repairing done in a style second to none. Prices reasonable. Blacksmithing in all its branches. Carriage Painting and Trimming done in a superior manner. Horse Shoeing a specialty. 19

LEGAL NOTICE.

In the District Court in and for the Third Judicial District of Utah Territory, County of Salt Lake.

Robert Pixton, Plaintiff,
vs.
William Jennings, Alfred Best, Thos. Taylor, Henry Dinwoodey, Bernard Held, and Zion's Co-operative Mercantile Institution, Defendants.

The People of the United States in the Territory of Utah send greeting:

To William Jennings, Alfred Best, Thos. Taylor, Henry Dinwoodey, Bernard Held, and Zion's Co-operative Mercantile Institution, defendants:

YOU are hereby required to appear in an action brought against you by the above named plaintiff, in the District Court of the Third Judicial District of the Territory of Utah, and to answer the complaint filed therein within ten days (exclusive of the day of service) after the service on you of this summons—if served within this county; or, if served out of this county, but in this district, within twenty days; otherwise within forty days—or judgment by default will be taken against you, according to the prayer of said complaint.

The said action is brought to obtain a decree of this court adjudging the plaintiff to be the owner and entitled to the possession, as against the defendants and all others, of that certain narrow strip of land, in Lot 7, Block 65, Plat "A," Salt Lake City Survey, situate, in Salt Lake City and County, Utah Territory, and more particularly described in the complaint herewith. That the defendants be required to set forth their right to said premises, and that any claim of defendants to said premises may be adjudged invalid, and that the plaintiff may have such other and further relief as by law and equity may be just when the facts are set forth to the Court.

And you are hereby notified that if you fail to appear and answer the said complaint as above required, the said plaintiff will apply to the Court for the relief demanded therein.

Witness the Hon. MICHAEL SCHAEFFER, Judge, and the Seal of the District Court of the Third Judicial District, in and for the Territory of Utah, this 4th day of December, in the year of our Lord one thousand eight hundred and seventy-seven.

SEAL. C. S. HILL, Clerk.
By H. G. McMILLAN, Deputy Clerk.
Snow & Snow, Plaintiff's Attorneys. d10

POSTAL AFFAIRS.

Rates of Domestic Postage.

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

Single rate letter throughout the United States ..... 3 cent
For each additional ½ oz. of 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 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.

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.

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 "

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 "
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 "

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 cts.
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:

South American States, Atlantic Coast, via England,	27 cts.	4 cts.
Brazil alone, from New York,	16 cts.	2 cts
Argentine Republic and Uruguay, via American packet from New York,	28 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 1½ grammes, or one-quarter ounce avoirdupois. The asterisk (*) indicates that prepayment is optional.

J. H. CREER,

Physician and Surgeon,

ROMNEY'S BLOCK, MAIN ST.,

d301 SALT LAKE CITY, UTAH.