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.

To gain the cars from Chicago to Council Bluffs and Omaha, passing through Joliet, Ottawa, La Salle, Geneseo, Moline, Rock Island, Davenport, Wilton Junction, 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, Belknap, Centreville, Princeton, Trenton, Stanforth, Cameron, Leavenworth and Atchison; Washington to Sigourney, Oskaloosa and Knoxville; Keokuk to Farmington, Bonaparte, Bentonsport, Independence, Eldon, Ottumwa, Eddyville, Oskaloosa, Pella, Monroe, and Des Moines; Des Moines, 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 as entire 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. R's.

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., R. & 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. Con. 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'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 those by it through between COUNCIL BLUFFS and CHICAGO.

No other road runs Pullman Hotel Cars, on 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 Union Ticket Offices of Union Pacific, and all Western Railroads.

New York Office, No 415 Broadway. Boston Office, No. 5 State Street. Omaha Offices, 502 10th 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 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 that 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.

BERRY'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 06	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 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 6.30 a.m., arriving in Salt Lake City at 10 a. m., leaving Ogden at 3.30 p. m., arriving in Salt Lake City at 6.50 p.m.

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

JOHN SHARP, Superintendent.

THE OLD RELIABLE

FORT WAYNE PENNSYLVANIA

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 6.45 a. m; Baltimore 6.30 p. m. Washington 8.00 p. m. next day.

5.15 p.m. Atlantic Express. Daily.

With Drawing Room and Hotel Car.

Reaches Pittsburg 12.15 p. m; Harrisburg 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 and Sleeping Car.

Reaches Pittsburg 7.10 p. m; Harrisburg 3.50 a. m; Baltimore 7.25 a. m; Washington 9.05 a. m; Philadelphia 6.05 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 English Make, and unrivaled for Flexibility, Durability, and Smoothness of Point.

REAL SWAN-QUILL ACTION.

In Twenty Numbers. Sample including the popular pens Nos. 1-2-5-8-15 and Broad Point 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.
	A.M.	A.M.	
TRAINS LEAVE			
Salt Lake	7 60	7 30	
Morgan	7 18	8 00	60
Germania	7 22	8 10	50
Lovendahls	7 26	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 40
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 20	5 20	5 50

GOING NORTH.

NAME OF STATION.	No. 2 PASSENGER.	No. 4 FREIGHT.	FARE.
	P.M.	A.M.	
TRAINS LEAVE			
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 45	2 00
Spanish Fork	3 19	11 55	2 50
		P.M.	
Springville	3 34	12 20	2 75
Provo	3 40	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 40	3 40	4 65
LEAVES			
Sandy		4 45	
Junction	5 44	4 55	4 75
Lovendahls	5 55	5 10	4 50
Germania	6 02	5 20	5 00
Morgan	6 06	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	52	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	23	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	3.15 p.m.
Mixed	8.40 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, Chicago, Milwaukee and St. Paul, Illinois Central, Wabash, St. Louis and Pacific, Chicago and Alton, Missouri Pacific, Kansas Pacific, Atlantic and Pacific, Southern Pacific, Texas Pacific, Denver and Rio Grande, Denver and New Orleans, Denver, Texas and Fort Worth, Denver, Utah and Pacific, Union Pacific, Burlington and Missouri River in Nebraska, Kansas City, St. Joseph 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. HOLDEN, Gen. Supt.

EVENING NEWS.

Saturday, - - February 21, 1880.

BY TELEGRAPH.

PER WESTERN UNION TELEGRAPH LINE.

EASTERN.

Seeking a Brutal Wretch.

ATLANTA, 20.—A large party of citizens are scouring the country near Newman for Bivens, who last night, while drunk, ravished his daughter, aged 16, and fled to the woods. Reports of his death will accompany the news of his capture.

Substantial Sympathy.

ST. LOUIS, 20.—Twelve carloads of flour and corn meal were shipped to New York this evening by the Irish Relief committee of the Merchant's Exchange. Each of the five railroads running east from here took part of the shipment transportation free. The supplies will be shipped from New York to the Liverpool Corn Exchange, that body having consented to act as a distributor for the Exchange here, and will be sent at once to the Irish ports nearest to the districts most in need of food.

A Hanging Spectacle.

NASHVILLE, 20.—Burnell Smith and John Hall were executed at Murfreesboro, at 1.30 p. m. to-day, for the murder of Major Pugh last May. They were pronounced dead within 17 minutes, hurried to a house a short distance from the gallows, and an attempt was made at resuscitation but failed. Hall died easy, but Smith with a struggle. Between 10,000 and 15,000 people were present.

WESTERN.

A Murderer Respited.

SAN FRANCISCO, 20. — Charles Colby was to have been hanged at Santa Cruz to-day for the murder of Harry Williams, in October, 1870, but owing to some negligence on the part of the clerk of the Supreme Court, to which the case had been appealed, the papers necessary to the carrying out of the sentence were not received to-day, and to avoid the necessity of re-sentence, the Governor, by request, telegraphed a respite till March 7th. There is great excitement at Santa Cruz over the delay, and some fear is entertained that the citizens will take the execution of the law into their own hands.

FOREIGN.

GREAT BRITAIN.

Foreign Notes.

LONDON, 20.—In the House of Lords to-night, the Duke of Argyll moved for the correspondence, found at Cabul, between Shere Ali and the Russian authorities. Lord Cranbrook, Secretary of State for India, refused to produce the papers. A debate ensued.

Lord Beaconsfield said the British Government considered the time had arrived when they should settle forever who should possess the great gates of India. The policy of the government he distinctly and repeatedly declared had not swerved for a moment. The complete command of the great gates of the Indian Empire had been obtained with absolute success. Many things had occured which the Government had not contemplated, but nothing had occurred which for a moment could induce them to modify or change the policy. They had been asked why, if they had completed that policy, they had not withdrawn from Afghanistan; but they could not leave that people in a state of comparative anarchy.

That, however, was not the condition of the whole of Afghanistan. Parts thereof, and notably the district of Candahar, were in a state of absolute peace and great prosperity. Let us be firm, resolute and determined; let the people know that this country is ready to be just, but that it has resolved to be obeyed, and difficulties and complications will immediately disappear.

The Duke of Argyll then withdrew his motion for the production of the Afghan correspondence.

In the House of Lords yesterday, a bill authorizing the purchase of seed potatoes to be sold to Irish tenant farmers for planting at cost or under, or on credit, was read the first time.

The Duchess of Marlborough denies that her fund goes exclusively to the Catholic clergy for distribution. The fund is divided.

Advices from Valparaiso of the 27th ult. state that by an explosion of shells in the arsenal, twenty persons were killed and half the building destroyed.

A St. Petersburg dispatch says: Simultaneously with the explosion in the Winter Palace, bombs were thrown into the adjoining streets. A person was arrested who was seen leaving the Palace just after the explosion.

The *Golos* says: The cellar under the Winter Palace was occupied by four joiners, three of whom have been arrested. The estimated weight of dynamite used was about four pounds. The Winter Palace and other palaces are being carefully searched by a company of specially charged sappers. The total number of persons killed by the explosion is ten. The funeral of the victims takes place to-day.

The funeral of the soldiers killed by the explosion in the Winter Palace took place to-day with ceremonies of unusual solemnity. Many officers were present.

The boring of the St. Gothard Tunnel will probably be finished in 12 days.

In the Liverpool Spring Cup race in March, Parole will carry the top weight of 131 pounds.

A grand banquet in honor of Gen. Fairchild, on the eve of his departure for Spain, was given to-day in Paris by the American colony. Three hundred covers were laid. Messrs. Fairchild and Dana gave accounts of the relations of the United States with other powers.

A Russian subject named Hartmann, has been arrested in Paris upon the charge of connection with the Moscow explosion. Russia has made a formal demand for his extradition, and documents in support of the demand are expected shortly.

Prof. Nevil Story Maskelini, of the mineral department of the British Museum writes to the *Times* announcing the entire success of J. Ballantyne Hannay, of Glasgow, a fellow of the chemical society of London in producing diamonds. He says Hannay sent him some crystallized particles presenting exactly the appearance of fragments of broken diamonds and these diamonds easily scored deep groves in the polished surface of a sapphire. Hannay's process will soon be announced to the Royal Society.

Tennymon."

"I'm kinder lookin' round for a book of poetry to give to my daughter on Christmas," explained an old-ish-looking man the other day, as a clerk in a Woodward Avenue book store came forward to wait on him.

"Yes, sir. Have you any choice of poets?"

"Waal, I s'pose they are all off the same piece," replied the old man as he scanned the shelves. "I don't know much about 'em, but the gal she seems to think a heap of that ere chap named Tennymoon."

"Tennyson, you mean."

"Wall, I guess so. I jest hain't no hand to remember names. Do you know anything about this 'ere Tennyson?"

"Why, he's one of the leading poets."

"Married man?"

"Yes."

"Move around in purty good society, does he? Ever hear he wasn't exactly straight?"

"Why, Mr. Tennyson is supposed to be a gentleman," said the astonished clerk, "though, of course, I don't know anything about his private life."

"Does he use any slang words in his verses?"

"Of course not."

"Anything about girls elopin' away from home with pirates or robbers?"

"Not a word."

"The reason I'm a leetle pertickler," said the old man, "is because my gal is rather on the romance. She's just dying to slope off with some pirate or be lugged off by some Injun-killer, and if that 'ere Tennyson is on the slope I don't want his verses."

"Oh, you can be sure that his poems are all right. They contain nothing but the purest sentiment."

"Nother thing is, one of the girls in our neighborhood sent off after some one's poems, and that 'ere pamphlet come nigh workin' a heap of evil. There was a song in it about a boy with a glass eye, and another about flirtin' with a feller in the corner, and I can't tell you what. 'I wasn't a week afore our Sarah began to say she'd like to collar a beau,' and askin' her mother not to 'give her away,' and all such slang as that. I kept her churnin' butter from six in the mornin' till ten at night, and I guess it reformed her, but I don't want to set her goin' agin."

"I assure you that Tennyson's poems are all right," said the clerk.

"Waal, I'm goin' up on the market just now, but after dinner I'll call and see the book. If there's a single crooked word I won't have it, for I hain't goin' to have Sarah slidin' down from her chamber winder at midnight to meet no brigand, and if she ever tells me agin that I'm a kicker, I'll box her ears, even if she is goin' on twenty-three!"—*Detroit Free Press.*

HOME-MADE

CARPETS!

WOVE STRONG, DURABLE & PRETTY,

AT

HULBERT'S

He can't be beat in Salt Lake City.

CARPETS ALWAYS ON HAND FOR SALE.

☞ Note the Address. A few doors west of Theatre.

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. B. 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

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 ctr.
Hong Kong, American packet, via San Francisco	10 cts.	2 ctr.
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 ctr.
Norway, closed mail via England	5 cts.	2 ctr.
Portugal, via England	5 cts.	2 ctr.
Russia, via North German Union direct	*5 cts.	2 ctr.
Russia, closed mail via England	*5 cts.	2 ctr.
Sandwich Islands, by mail from San Francisco	5 cts.	1 ct.
South American States, Atlantic Coast, via England	27 cts.	4 ctr.
Brazil, store from New York	15 cts.	2 ctr.
Argentine Republic and Uruguay, via American packet from New York	23 cts.	10 cts.
Pacific Coast, Peru, Ecuador, Bolivia and Chili	37 cts.	4 ctr.
Spain, via New Orleans	5 cts.	2 cts.
Sweden, via North German Union direct	*5 cts.	2 ctr.
Sweden, closed mail via England	*5 cts.	2 ctr.
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	12 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 centimes 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,

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