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, Belknap, Centreville, Princeton, Trenton, Gallatin, Cameron, Leavenworth and Atchison; Washington to Sigourney, Oskaloosa and Memville; Keokuk 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, furnished only on 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. 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.

At KANSAS CITY, and Cen. Br. Union Pacific R. Rds.

At LEAVENWORTH, with K. P. and K. Cen. R. Rds.

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 the Lines.

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

New York Office, No 415 Broadway. Boston Office, No. 5 State Street. Omaha Offices, 520 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 Clark, 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 agent, apply to

MARVIN HUGHITT, Gen'l Manager, Chicago.

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

HALL'S BALSAM

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

HENRY'S CARBOLIC SALVE

the Most Powerful Healing Agent ever Discovered.

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

Ask for Henry's, and Take No Other. BEWARE OF COUNTERFEITS.

TOWNSLEY'S TOOTHACHE ANODYNE

CURES IN ONE MINUTE.

EDEY'S CARBOLIC TROCHES

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

JOHN F. HENRY, CURRAN & CO., SOLE PROPRIETORS, 24 Colliers Place, New York.

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, the length 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 the Lines.

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

New York Office, No 415 Broadway. Boston Office, No. 5 State Street. Omaha Offices, 520 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 Clark, 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 agent, apply to

MARVIN HUGHITT, Gen'l Manager, Chicago.

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

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	00
Ogden	7 35	4 05	50
Corinne	7 53	4 16	75
Farmington	8 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 34	1 35
Corinne	11 04	7 44	1 60
*Woods Cross	11 13	7 53	1 70
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 4.05 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 2.30 p. m., arriving 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 Miller'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 p. m; Baltimore 6.50 a. m; Washington 8.00 a. 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 Sleeping Car. Reaches Pittsburg 7.30 a. m; Harrisburg 3.25 a. m; Baltimore 4.45 a. m; Washington 9.05 a. m; Philadelphia 7.00 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.

J. B. HYDE, Gen'l Pass. and Ticket Agent, CHICAGO.

SPENCERIAN STEEL PENS

of the Very Best Materials, Make, and Adapted for Durability, Elasticity, and Smoothness of Point.

REAL SMOOTH QUILL ACTION.

No. 1, Extra Fine, Ladies' Size, including the popular numbers, Nos. 1-2-3-8-15 and Broad 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 20	
Morgan	7 18	8 00	50
Germania	7 23	8 10	60
Lovendahl	7 29	8 20	65
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 27	12 20	2 50
Springville	9 53	1 10	3 25
Spanish Fork	10 06	1 35	3 60
Payson	10 32	2 15	4 50
Santaquin	10 50	2 40	5 15
Moun	11 20	3 40	6 35
Nephi	11 50	4 20	7 75
ARRIVE AT			
Juab	12 20	5 20	9 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
Moun	2 04	9 40	1 15
Santaquin	2 40	10 50	1 60
Payson	2 55	11 15	2 00
Spanish Fork	3 19	11 55	2 50
		P.M.	
Springville	3 34	12 20	2 75
Provo	3 49	12 45	3 00
Pleasant Grove	4 22	1 40	3 55
American Fork	4 34	1 55	3 70
Lehi	4 46	2 10	3 85
Draper	5 25	3 20	4 50
ARRIVE AT			
Sandy	5 40	3 40	4 65
LEAVES			
Sandy		4 45	
Junction	5 44	4 55	4 75
Lovendahl	5 55	5 06	4 90
Germania	6 02	5 20	5 00
Morgan	6 07	5 30	5 00
ARRIVE AT			
Salt Lake	6 25	6 00	5 50

Nos. 1 and 2 will be run daily.

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

JAMES SHARP, General Freight and Ticket Agent.

JOHN SHARP, General Superintendent.

UTAH SOUTHERN RAILROAD EXTENSION.

On and after November 4th, 1879.

GOING NORTH.

STATIONS.	No. 1 MIXED.	Miles.	Fare.
TRAINS LEAVE	A.M.		
Deseret	7 00		
Riverside	7 45	9	[illegible]
Gemmington	9 15	27	1 [illegible]
Mills	10 30	42	2 [illegible]
ARRIVE AT			
Juab	11 20	53	2 [illegible]

GOING SOUTH.

STATIONS.	No. 2 MIXED.	Miles.	Fare.
TRAINS LEAVE	P.M.		
Juab	1 30		
Mills	2 15	9	[illegible]
Gemmington	3 25	25	1 [illegible]
Riverside	5 05	43	2 [illegible]
ARRIVE AT			
Deseret	5 50	53	3 [illegible]

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	3.15 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 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. 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, Ogden.

H. H. CLARK, Gen. Supt.

EVENING NEWS.

Tuesday, February 10, 1880.

Correspondence.

Missionary Report.

FAYETTE, CO., ALA., January 24, 1880.

Editors Deseret News:

We are at the place where myself and Elder Patterson commenced our labors in this State, on the 12th of April last. There had been no preaching here for several years, and all the people had incorrect ideas regarding our principles. We readily obtained a Methodist Meeting-house, the people filled the house, and others outside got in a position to hear. We held three meetings in the house. The circuit rider interfered, the house was closed against us, and the members were forbidden to hear us, as their best members were believing the gospel taught by us. We had a true friend who had a large vacant house that he fitted up for us to hold meetings in. The Baptist preacher was very active in warning his flock against us, though he was at one of our meetings, and was satisfied his doctrine was inferior to the doctrine taught in the Scriptures, and promulgated by us. We returned here in June, and found one of the members of the Baptist Church, a Mrs. Wammuck, very sick, being unable to sit up. Before retiring, the spirit led me to administer to her. I asked her if she had faith in the ordinances of the gospel, and, on her saying she had, we administered to her. She was instantly relieved from the most violent pain. Next morning she was up early, and has had excellent health ever since. The news of her being healed by the power of God produced quite a sensation among her church members, and formed a contrast between their powerless forms of doctrine and the doctrine of Jesus, which is the power of God unto salvation. Some of them ridiculed it, and their preacher asked Mrs. W. concerning her sickness and recovery. She informed him that she was relieved from the most violent pains instantaneously, by the power of God, through the administration of his servants.

There has been a change in the feelings of the people here since our coming among them. Some are believing, others are favorable, but in a few places our lives are in danger. We have had some narrow escapes, in which we acknowledge the protecting care of our heavenly Father.

On the 22nd two came and requested baptism, and now feel like living up to all the requirements of the gospel. There has been too large a portion of young and inexperienced Elders apportioned to this conference, it has made it more difficult to direct their labors for the good of the great cause in which we are engaged. Yet most of them have become useful co-workers, and their services are valuable. I have been frequently asked if I considered the people in this country heathens; my answer is, "Oh, no, but they are a hard set of Christians.

Yours as ever,
J. H. VAN NATTA

WASHINGTON LETTER.

WASHINGTON, D. C., February 4, 1880.

Editors Deseret News:

That professional slanderer, calling himself "General" Boynton, will not make much out of preferring charges against General Sherman. Those who know the old soldier best say that he will take no notice of Boynton or his abuse. There are many who will rejoice if General Sherman shall succeed in exposing the real character of Boynton, who is well known about Washington as the "mud slinger," and reputable people are afraid of contact with him. General Sherman sticks to what he first said about him, that he is a fellow who would slander his own mother for a thousand dollars.

It looks now as though the Secretary of the Treasury would make good his boast, that before the end of his term of office he would reduce the public debt below two thousand million dollars. He says he will reach his object next month. The fact is, the business boom has so improved the government revenues, that the debt will probably be reduced this year very much faster than ever before.

The town is all excitement over Cameron's "bagging the Pennsylvania delegation" at the State convention, notwithstanding the apparent election of a majority of Blaine men.

The committees in charge of the appropriation bills do not get along as fast as they anticipated, and unkind remarks are made about it. The most common criticism is that work is delayed purposely until there is such anxiety to go home that everybody will be good natured, and have no desire for political debate. I find that both parties are already disposed to let well enough alone in the matter of contests like those of last session. But besides this, I think the committees really find more difficulty than they anticipated in arranging the appropriation bills satisfactorily, and hence the delays.

The Grant boomers seem to be somewhat discouraged over the evident progress of the Sherman boom in the South. Senator Blaine too seems likely to get some delegates in that section, which Grant was supposed to have solid. In fact the triangular fight going on in the republican party on the presidential question is assuming very interesting proportions.

The bill to restore General Fitz-John Porter to his rank and pay in the army will come up in the Senate next week, and probably pass. Senator Logan and a few others will oppose it strongly. But every democrat and some republicans will vote for it.

OSSOX.

THE CANAL QUESTION.

Editors Deseret News.

The ideas expressed in Saturday's issue and signed "Citizen," in reference to the water canal, and bonds proposed to be issued by the city are worthy of serious consideration. I will give you some of my ideas, and I hope of many others in the following, in relation to the water, fuel and land questions.

I am opposed to selling $350,000,00 in bonds in the East to capitalists. The absolutely essential capital to make the canal is labor, of which a large surplus is held at different times of the year, by the parties whom it is proposed to directly benefit with the improvement of their lands. It may require first-class financering to utilize the said capital to good advantage, but it can be done. I am interested in about 400 acres of land in Salt Lake Valley, consequently in the water that is a necessary adjunct to said land.

I do not desire that any company or party shall be able through representatives of the people to become monopolists of any of the waters so as to be able to make 20 or more per cent. dividends during the irrigation season.

All land it is possible for a stream of water to benefit is interested in that water, and I think has an inalienable right to it, subject to certain conditions brought about by the action of the people, which perhaps may be most practicable to accomplish through their public organizations, specially important moves to be by voting on the propositions submitted.

Said land should be able to become interested in canals at any time their owners are able to, within perhaps years after they are made; according to the ability of the owners, to pay for the interest. This will tend to increased value and improvement of the lands and reimburse the city or company that may incur expenses and responsibilities in taking charge, controlling and making said canals.

It may be some lands would not get water only alternate years, and then raise sufficient crops to keep the owners till raising another crop. It may be that surplus waters in the early portion of the season would insure some crops by one or two irrigations, thus benefitting all lands, and increasing tax receipts; it is possible. The city might take control, as proposed, of the canal, call for representation of owners of adjoining lands to agree on a plan of making the canal and for getting a future interest in it.

The city might issue bonds of small amounts, payable on or before a term of years at its option, drawing a fair interest, endeavoring to pay these bonds directly to the owners of the land benefitted, in payment for making the canal as per the agreed plan. The laborer might be able to get some of these bonds, when otherwise idle, which, being guaranteed by the city, probably would become first-class property. The bonds should not be taxable, but the lands they benefitted should be made to be, which of course would be the case. No canals for irrigation should be taxable, I think. We cannot criticize the city officials adversely for endeavoring to supply the requirements of many of their constituents with water, on the most feasible plans that seem to offer, by building and making artesian wells and a canal.

Water and cheaper fuel, or home-supplied fuel, from Coalville and Pleasant Valley mines, are perhaps the main factors of our future prosperity as a city. It may be practicable to build a towpath canal, with some locks, out of the proposed irrigation one, and bring fuel from Spanish Fork City by water, and sell at much less than present rates for coal. There is, if practicable for such a canal, over $500,000 a year profit now as a margin at present prices which could be enhanced by cheaper expense of moving, and curtailed likely by competition with rail. I believe this is important enough to be examined into by a committee. A short rail line would have to be built from Spanish Fork, and all the property should be controlled absolutely by the public through their representatives of counties and cities interested. Our City officials represent important interests in this respect, and, although I do not believe they should take as an example large cities with immense sources in the borrowing of money, issuing bonds, etc., I believe they are justified in doing all possible to prevent the monopoly of water and fuel in the interests of the people which may, in our peculiar position, justify, by vote, extraordinary measures.

I find I cannot get all my ideas in this necessarily short article, so adieu.

Respectfully,
J. W. SNELL.

WANTED.

A GOOD Girl to do general house work. Apply at this Office.

LOST.

A RUSSIA LEATHER POCKET BOOK, Containing nearly $600.00 in Greenbacks, some Receipts, etc. T. B. LEWIS.

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. dd 3m

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	2 "

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 ct.
Mexico	10 cts.	2 ct.
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, 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, 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, receives 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* Medicine, 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 for a copy, and information worth thousands will be sent you.

Address, the publishers,

PULVERMACHER GALVANIC CO., 512 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 successful always. It has no Equal.

SOLD EVERYWHERE.

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

Catarrhal POISON

Wel De Meyer's Treatise on Catarrh explains the following important facts:

1. That Catarrhal Colds become a poisonous infection, at first local, and finally constitutional.

2. That, being Constitutional, the infection is beyond the reach of mere local remedies.

3. That impurities in the nostrils, are necessarily swallowed into the stomach and inhaled into the lungs, thus polluting the Digestive, Respiratory and Genito-urinary organs.

4. That Catarrhal virus follows the mucous membrane and causes Deafness, Dyspepsia, Chronic Diarrhœa, Bronchitis, Leucorrhœa, and Consumption.

5. That Smokes, Douches, Inhalations and Insufflable Snuffs, cannot possibly remove infectious inflammations from the organs named.

6. That an antidote for Catarrh must possess an inoculative affinity for, and the quality of being absorbed by, the purulent mucous wherever located.

Based upon these plain theories Dr. Wel De Meyer's Catarrh Cure has proved to be infallible. It not only relieves, it cures Catarrh at any stage. Some testimony.

Cured! Cured! Cured! Cured!

W. D. WOODS, 487 Broadway, N. Y., Cured of Chronic Catarrh.

F. J. HANLETT, 859 Broadway, N. Y., 8 years Catarrh.

G. J. BUSSEL, 443 Broadway, N. Y., 10 years Catarrh.

S. BENEDICT, Jr., Jeweler, 697 Broadway, N. Y., (lady friend), cured of Chronic Hay Fever.

MRS. EMMA C. HOWES, 89 W. Washington Square, N. Y., cured of 23 years Chronic Catarrh.

REV. GEO. A. REIS, 169 Jay St., Brooklyn, "It restored me to my ministerial labors."

REV. CHAS. J. JONES, New Brighton S. I. "Worth ten times the cost."

REV. ALEX. FREES, Cairo, N. Y., "It has worked wonders in six cases in my parish."

L. F. NEWMAN, 305 Fulton St., Brooklyn, cured of 8 years Chronic Catarrh.

MRS. J. SWARTZ, Jr., 200 Warren St., Jersey City, cured of 18 years Chronic Catarrh.

&c. &c. &c. &c. &c.

A real cure for this terrible malady, the most important discovery for the relief of human suffering, since vaccination. Wel De Meyer's Catarrh Cure is sold by all druggists, or delivered by H. H. DEWEY & CO., 46 Dey St., N. Y., $1.50 a package. To Clubs, six packages for $7.50. Dr. Wel De Meyer's Treatise, with full explanations and overwhelming proofs, is Post-paid and sent free to anybody.

Children Cry for Pitcher's Castoria

Contain Liniments, the world's great Pain-relieving agents for Man and Beast. dTu

FELLOWS' COMPOUND SYRUP OF HYPOPHOSPHITES

The Promoter and Perfector of Assimilation.

The Reformer and Vitalizer of the Blood.

The Producer and Invigorator of the 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, re-establishing 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 remedies bearing a similar name, no other preparation is a substitute for this under any circumstances.

Look out for the names and address, 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.

d121 tf & w

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, Oyid.
Edwin N. Austin, Liberty.
Henry J. Horne, 1st Ward, Paris.
Robert Price, 2d " "
Wm. Hulme, Bloomington.
John A. Hunt, St. Charles.
Robert Pope, Fish Haven.
H. P. Lau, acting, Soda Springs.
John Kuntz, acting, Bernie.

Rich County, Utah.

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

BEAVER STAKE.

JOHN R. MURDOCK, ... President.

JOHN ARMWORTH, M. L. SHEPHERD, ... Counselors.

Beaver County.

BISHOPS.

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

BOX ELDER STAKE.

OLIVER G. SNOW, ... President.

E. A. BOX, ISAAC SMITH, ... Counselors.

Box Elder County.

BISHOPS.

Henry Tingey, 1st Ward, Brigham City.
Alvin Nichols, 2d " "
John D. Burt, 3d " "
John Welch,