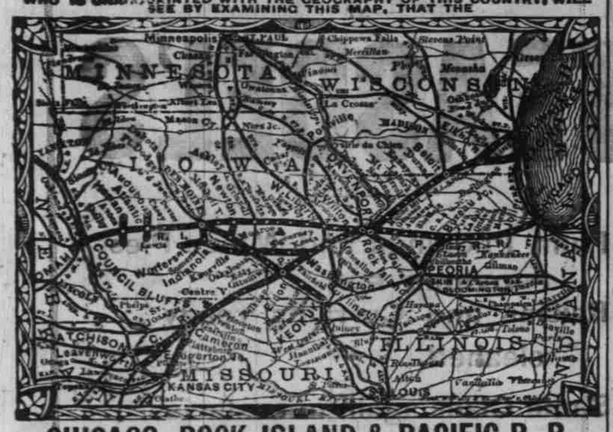
A MAN

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 & THE WEST!

Its main line runs from Chicago to Council Bluffs, passing through Joliet, Ottawa, La Salle, Geneseo, Moline, Rock Island, Davenport, West Liberty, Iowa City, Marengo, Brooklyn, Grinnell, Des Moines (the capital of Iowa), Stuart, Atlantic, and Avoca; with branches from Bureau Junction to Peoria; Wilton Junction to Muscatine, Washington, Fairfield, Eldon, Beiknap, Centreville, Princeton, Trenton, Gallatin, Canesville, Leavenworth, Atchison, and Kansas City; Washington to Sigourney, Oskaloosa, and Knoxville; Keokuk to Farmington, Bonaparte, Bentonsport, Independence, Eldon, Ottumwa, Eddyville, Oskaloosa, Pella, Monroe, and Des Moines; Newton to Monroe; Des Moines to Indianola and Winterset; Atlantic to Lewis, and Audubon; and Avoca to Harlan. This is positively the only Railroad, which owns, and operates a through line from Chicago into the State of Kansas.

Through Express Passenger Trains, with Pullman Palace Cars attached, are run each way daily between CHICAGO and PEORIA, KANSAS CITY, COUNCIL BLUFFS, LEAVENWORTH and ATCHISON. Through cars are also run between Milwaukee and Kansas City, via the "Milwaukee and Rock Island Short Line."

The "Great Rock Island" is magnificently equipped, its road-bed is simply perfect, and its track is laid with steel rails.

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 Cars that accompany all Through Express Trains. You get an entire meal, as good as is served in any first-class hotel, for seventy-five cents.

Appreciating the fact that a majority of the people prefer separate apartments for different purposes (and the immense passenger business of this line warrants it), we are pleased to announce that this Company runs *Pullman Palace Sleeping Cars* for sleeping purposes, and *Palace Drawing Room Cars* for parlor purposes.

PULLMAN PALACE CARS run through to PEORIA, DES MOINES, COUNCIL BLUFFS, KANSAS CITY, 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.

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	5.40 p.m.
Freight	2.35 p.m.

Daily connections made at Ogden with Central Pacific R. R., with the Utah & Northern R'way, 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 Pac. R. Railroad Ticket Office in Ogden, at which office berths on sleeping cars can be secured.

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

C. H. CLARK, Gen. Supt. d90

UTAH CENTRAL RAILROAD.

PIONEER LINE OF UTAH.

To take Effect January 20th, 1881.

NAME OF STATION.	No. 1 Passenger.	No. 3 Passenger.	Fare.
TRAINS LEAVE			
Salt Lake	7 00	3 40	
*Wood's Cross	7 25	4 05	60
Centreville	7 35	4 15	75
Farmington	7 50	4 30	1 00
Kaysville	8 10	4 50	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 20	7 10	1 00
Farmington	10 40	7 30	1 35
Centreville	10 55	7 45	1 60
*Woods Cross	11 05	7 55	1 75
ARRIVE AT			
Salt Lake	11 30	8 20	2 00

* Passing places.

MIXED TRAINS.

Leaving Salt Lake City, at 8.30 a.m., arriving at Ogden at 11.30 a.m., leaving Salt Lake at 3.05 p.m., arriving in Ogden at 6.30 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 6.45 p.m.

A Freight Train will be run daily, Sundays excepted, leaving Salt Lake at 12 m., arriving in Ogden at 2.40 p.m., and leaving Ogden at 12.20 p.m., arriving in Salt Lake at 3.05 p.m.

For all information concerning Freight or Passage, apply to

JOHN SHARP, Superintendent.

JAMES SHARP, General Freight and Ticket Agent.

UTAH SOUTHERN RAILROAD.

To Take Effect June 13, 1879.

GOING SOUTH.

NAME OF STATION.	No. 1 Passenger.	No. 3 Passenger.	Fare.
TRAINS LEAVE	A.M.	A.M.	
Salt Lake	7 00	7 30	
Morgan	7 12	8 00	30
Germania	7 23	8 10	30
Lovendahls	7 28	8 15	45
Junction	7 33	8 25	70
ARRIVE AT			
Sandy	7 40	8 45	85
LEAVE			
Sandy	7 55	9 55	
Draper	8 07	10 10	1 00
Lehi	8 56	11 05	1 60
Dunsmore Park	9 06	11 50	1 85
Pleasant Grove	9 08	11 58	1 85
	P.M.	P.M.	
Provo	9 37	12 45	2 20
Springville	9 50	1 00	2 75
Spanish Fork	10 05	1 20	3 00
Payson	10 32	1 45	3 60
Santaquin	10 50	2 05	3 75
Mount	11 10	2 30	4 30
Nephi	11 30	4 30	4 75
ARRIVE AT			
Juab	12 30	5 30	5 30

GOING NORTH.

NAME OF STATION.	No. 2 Passenger.	No. 4 Passenger.	Fare.
TRAINS LEAVE	P. M.	P. M.	
Juab	1 00	7 30	
Mona	1 40	8 00	75
Nephi	1 50	8 10	75
Payson	2 20	8 40	1 50
Spanish Fork	2 50	9 10	1 80
			1 85
Springville	3 04	9 25	2 75
Provo	3 20	9 40	3 00
Provo Grove	3 30	9 50	3 25
American Fork	3 45	10 05	3 50
Lehi	4 00	10 20	3 75
Draper	4 12	10 30	4 00
ARRIVE AT			
Sandy	4 30	10 45	4 00
LEAVE			
Sandy	4 45	10 55	
Junction	5 00	11 05	4 75
Lovendahls	5 05	11 10	4 75
Germania	5 10	11 20	5 00
Morgan	5 20	11 30	5 00
ARRIVE AT			
Salt Lake	5 45	11 55	5 00

No. 1 and 2 will be run Daily.

No. 3 and 4 will be run Daily, Sundays excepted.

JOHN SHARP, Superintendent.

JAMES SHARP, General Freight and Ticket Agent.

UTAH SOUTHERN RAILROAD EXTENSION.

To Take Effect November 25, 1880.

STATIONS.	No. 1 Mixed.	Miles.	Fares.
TRAINS LEAVE	A.M.		
Milford	3 00		
Black Rock	4 30	22	1 25
Neels	6 40	50	2 35
Deseret	7 55	69	3 85
Riverside	8 45	78	4 00
Lemmington	10 00	96	5 00
Mills	11 20	112	5 75
ARRIVE AT			
Juab	12 00	131	6 35

STATIONS.	No. 2 Mixed.	Miles.	Fares.
TRAINS LEAVE	P. M.		
Juab	1 00		
Mills	1 40	9	50
Lemmington	2 00	25	1 25
Riverside	4 15	43	2 35
Deseret	5 05	52	2 75
Neels	6 20	71	3 75
Black Rock	8 30	99	5 00
ARRIVE AT			
Milford	10 00	121	6 25

Nos. 1 and 2 will be run Daily.

For all information concerning Freight and Passage, apply to

JOHN SHARP, Superintendent.

JAMES SHARP, General Freight and Ticket Agent.

THE OLD RELIABLE

FORT WAYNE AND PENNSYLVANIA R.R. LINE

CONTINUOUS ALL-RAIL ROUTE! NO CHANGE OF CARS!! ONE ROAD, ONE MANAGEMENT!!!

—FROM— CHICAGO —TO—

Pittsburg, Harrisburg, Baltimore, Washington, Philadelphia and New York.

GREAT SHORT LINE TO BOSTON Via New York City,

Reaches all Points in Pennsylvania and New Jersey.

PULLMAN PALACE CARS On all EXPRESS TRAINS.

MAGNIFICENT CARS Equipped with the celebrated Westinghouse air brakes and Janney's New Patent Safety Platform and Coupler.

Elegant Eating Houses WITH AMPLE TIME FOR MEALS.

3 EXPRESS TRAINS Leave CHICAGO as follows:

8.30 a.m. Special Fast Express Except Sunday. With the popular vestibule Sleeping Car. Reaches Pittsburg 3.30 a.m.; Harrisburg 6.45 a.m.; Philadelphia 4.00 p.m.; New York 6.45 p.m.; Boston 6.15 a.m.; Baltimore 6.32 p.m.; Washington 5.20 p.m. Week Days.

5.15 Atlantic Express, Daily. With Drawing Room and Hotel Car. Reaches Pittsburg 12.15 p.m.; Harrisburg 10.55 p.m.; Philadelphia 3.55 a.m.; New York 6.45 a.m.; special Philadelphia Sleeping Car on this train, which remains in depot until 1.30 a.m., affording Philadelphia passenger a full night's rest.

9.10 p.m. Night Express Except Sunday. With Drawing Room Sleeping Car. Reaches Pittsburg 7.50 p.m.; Harrisburg 3.00 a.m.; Baltimore 4.45 a.m.; Washington 5.30 a.m.; Philadelphia 6.40 a.m.; New York 10.35 a.m.; Boston 8.40 p.m. Through Baltimore and Washington Sleeping Car on this line.

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, General Passenger and Ticket Agent, CHICAGO.

BINGHAM CANYON RAILROAD.

On and after Sunday, August 1st, 1880, the Bingham Canyon Railroad passenger trains will make close connections with Utah Southern Railroad, to and from Salt Lake, running as follows:

Leave Junction, at 7.45 a.m.
" Jordan, at 7.55 "
" Bevers, at 8.05 "
Arrives at Bingham at 8.15 "

Leave Bingham at 2.00 p.m.
" Bevers, at 2.10 "
" Jordan, at 2.20 "
Arrives at Junction, at 2.30 "

Leave Bingham at 4.30 p.m.
" Bevers, at 4.40 "
" Jordan, at 4.50 "
Arrives at Junction, at 5.00 "

G. D. BANCROFT, Ass't Supt.

ROYAL BAKING POWDER

Absolutely Pure.

Made from Grape Cream Tartar.—No other preparation makes such light, flaky hot breads, or luxurious pastry. Can be eaten by Dyspeptics without fear of the ill results following from heavy indigestible food. Sold only in cans, by all Grocers.

ROYAL BAKING POWDER CO., New York. d308 1y

DR. WM. HALL'S BALSAM FOR THE LUNGS.

Cures Consumption, Colds, Pneumonia, Influenza, Bronchial Difficulties, Bronchitis, Hoarseness, 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 or RELIEF, for this benign specific will cure you, even though professional aid fails.

HENRY'S CARBOLIC SALVE

Henry's Carbolic Salve heals burns.
Henry's Carbolic Salve cures sores.
Henry's Carbolic Salve allays pain.
Henry's Carbolic Salve cures eruptions.
Henry's Carbolic Salve heals pimples.
Henry's Carbolic Salve heals bruises.

Ask for Henry's and use no other. BEWARE OF COUNTERFEITS.

Baker's Pain Panacea FOR MAN AND BEAST. For External and Internal Use. The Greatest Pain Reliever of the Age.

Edey's Carbolic Troches, A SURE PREVENTIVE OF Contagious Diseases, Colds, Hoarseness, Diphtheria, and Whooping Cough. PLEASANT TO THE TASTE.

Green's Oxygenated Bitters Relieve Dyspepsia and Biliousness.

For Sale by all Druggists. JOHN F. HENRY & CO., SOLE PROPRIETORS, 24 College Place, New York.

STAKE AND WARD REPORTS.

We are now prepared to furnish Presidents of Stakes with the necessary Blank Forms for their Reports.

STAKE REPORTS, 5 cts. per copy. WARD " 35 cts. per doz.

Mailed on receipt of price.

Address— DESERET NEWS OFFICE - SALT LAKE CITY.

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.m.
Summit and Wasatch counties, Tuesdays and Thursdays..... 1.40 p.m.
Utah 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. and..... 8.40 p.m.
Cache and Box Elder counties, daily..... 8.40 "
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., daily..... 11.40 a.m.
Ophir, Tooele, Stockton, Jacob City, &c..... 2.20 p.m.
Bingham Canyon, daily..... 6.20 p.m.
South—From latter and 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 districts, Tuesdays, Thursdays and Saturdays..... 5.50 p.m.

DEPARTURES.

East—Through mail, daily..... 6.30 a.m.
Alta, daily..... 6.30 a.m.
Parley's Park, Big Cottonwood and Wanship, Monday, Wednesday and Friday..... 7.00 a.m.
Park City, daily, except Sunday..... 7.00 a.m.
Summit and Wasatch counties, Mondays and Fridays 6.30 a.m.
Utah 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 8.30 p.m. & 6.30 a.m.
Cache and Box Elder counties, daily..... 6.30 a.m.
Corinne and Kelton, daily.. 2.30 p.m.
Idaho and Montana, daily.. 6.30 a.m.
Boise City and Idaho City, daily..... 2.30 p.m.
West—Nevada, California, Oregon, etc., daily..... 2.30 p.m.
Ophir, Tooele, Stockton, Jacob City, &c., daily..... 6.30 a.m.
Bingham Canyon, daily..... 6.30 p.m.
South—Beaver and intermediate points, daily..... 6.30 a.m.
Pioche, Star and San Francisco districts, daily.... 6.30 a.m.
St. George and points south of Beaver, on alternate days..... 6.30 a.m.
Sanpete and Sevier counties, daily, except Saturdays.. 6.30 a.m.
Cedar Valley, Fairfield and Tintic mining districts, Tuesdays, Thursdays and Saturdays..... 6.30 a.m.

OFFICE HOURS.

General Delivery open from 8 a.m. to 6 p.m.
Money Order Office open from 8 a.m. to 6 p.m.
Registered Letter Department open from 8 a.m. to 6 p.m.
Carrier's delivery open from 8 a.m. to 10 p.m.

EVENING NEWS.

Monday, - Jan. 24, 1881.

Correspondence.

Items from Denmark.

AALBORG, Denmark, December 30, 1880.

Editor Deseret News:

Thinking that a few lines from this part of the world would not be without interest to the readers of your valuable paper, I will send you a few items relative to how we are getting along here.

On the 10th of last March I received a call from the authorities of the Church to take a mission to Europe, and on the following 6th of April left my home and family in Richfield, in company with James J. Jensen, of Elsinore, who was also going to Europe, left Salt Lake City and Ogden with the company that left there on the 13th of April, numbering 37 in all, 11 of whom were destined for Scandinavia. We had as pleasant and prosperous a journey across land and sea as we could desire; landed in Liverpool on the 29th, and, continuing our journey, arrived in Copenhagen on May 4th, where we were cordially received and welcomed by Prest. N. Wilhelmsen and the brethren there. We were appointed to our several fields of labor the same day, my appointment being to this (Aalborg) Conference, in the north western part of which I labored, baptizing five persons, until June 15, when I was called to succeed President N. P. Rasmussen as President of this conference, in which position I have been laboring since. There are at present seven Elders from home besides myself, laboring in this conference, all of whom are good, faithful, energetic men, willing to labor for the interest of the kingdom. The Lord has blessed our efforts. During the last year, 124 persons have been baptized, and six more have been added since making up the annual report, and there are a good many that stand with the faith, but have not as yet had sufficient courage to throw off the yoke and be one with us.

At our last conference, Oct. 23 and 24, eleven native brethren were called to labor in the ministry during the winter season, and 22 others to labor on Sundays, at nights and when opportunity affords, selling pamphlets, inviting to our meetings, and working as missionaries in a general way as far as their circumstances will permit, and they are doing a good work. Our meetings have of late been very well attended by respectable and attentive congregations; and I can truly say that I have been blessed in my travels and labors since leaving my home. A short time ago, in connection with Elders J. T. Thorup and James P. Larsen, I attended a meeting appointed by a Rev. Mr. Eriksen, of the Lutheran church, in which he was going to discuss "Mormonism," and on his invitation we attended. The meeting was attended by 400 persons and addressed by three Lutheran ministers, in a very bitter, abusive and insulting manner, slandering the character of Joseph Smith and ridiculing our doctrines, failing, however, to bring forth any proofs from the scriptures, to either substantiate what they said or prove our doctrines to be false. Bro. Thorup and myself had the opportunity of speaking half an hour each, which we improved in explaining our principles, and refuting the false statements made, also bearing testimony to the divinity of Joseph Smith's mission. The main and only thing they accomplished was to display their ignorance, and give us an opportunity to preach to a good many people, which we would not otherwise have had. The following night we held a meeting in the neighborhood, that was well attended, where I took up the several statements made by the learned ministers the night previous, and proved them from the Scriptures to be false. Taking it all together I look for good results from it.

The winter, although coming on rather early, has been mild thus far: we had but little frost or snow, but the times here are very hard on the poor classes of the people; a great many of whom are out of employment, with winter staring in their faces, and nothing with which to procure even the very necessities of life for themselves and those leaning on them for support. Wages in this country are very low. Even in the summer time, when it is best, a common laborer gets at the most two kroner (about 55 cents) a day and boards himself, and at this time, incredible as it seems, some of our brethren in the country are working for less than seven cents a day and board and have got a family to support. All kinds of groceries and provisions as well as dry goods are very high, compared with the wages, some of them as high as at home, and the general outlook for the poor is very gloomy. But notwithstanding all this, the majority of the Saints are faithful in paying their tithing and donations, and supporting the missionaries and kingdom in general, and some of them are even saving a little of their scanty wages and laying it aside to assist them some time to emigrate, and then trusting in God and their brethren and sisters in Zion for the balance. I trust that the Saints at home will remember their poor brethren and sisters in these lands, when the Lord entrusts them with means, and then assist such as are in the church, and have proved themselves worthy of being gathered to Zion, which from past observation I must say has not always been the case.

Ever praying for the welfare of Zion, and wishing you and the readers of the NEWS a happy new year, I subscribe myself your brother in the gospel of peace.

SIMON CHRISTENSEN.

My address is Urbanagde 26, Aalborg, Denmark.

Reports from Railroaders.

NAVAJO RIVER, Colorado, January 8, 1881.

Editor Deseret News:

As there are so many flying reports in Utah concerning those who have left their homes in that locality, to work upon the Denver and Rio Grande Railroad, we thought a few lines would not be amiss in comforting wives, fathers, mothers, brothers, sisters and friends in general.

The Juab contracting company not being posted in regard to the climate, failed to push in the supplies that were necessary, and therefore, were overtaken by cold weather about the 10th of November, with but very little to eat, consisting mostly bread and meat, and we believe there was one camp, and only one, that had only beef to eat for two days. At the same time there was plenty on the road between the terminus and camp, but the river being frozen partially over made it nearly impossible for freighters to travel, they failing to get to camp as soon as was calculated. This, we believe, is the only time that the writer considers he went short. We will itemize what we have had, as a general thing, with the exception of those four or five days: Flour, some beef, plenty of bacon, ham, dried fruit, rice, tea and coffee, and sage general thing a No. 1 cook. The reader can judge for himself.

The weather is milder than it has been a month previous, with warm days but rather cold nights. The snow is from 4 feet to 14 inches deep.

The health of the men is good as a general thing.

Yours most truly, J. E. PICKUP, G. A. CHASE.

The Man with the Mules.

SALT LAKE CITY, January 24th, 1881.

Editor Deseret News:

Please permit me to express amusement in reading the little stampede of our mules in your Saturday's issue. I don't get into your paper (for the first time) on my own account, but on the mules' account. They are mules! So much mules in them as I never saw in any other two mules. They are "thurrough bred." They are of the muley strain of blood; are political mules, and young as they are, have already "sloped over" and gained a newspaper notoriety. They are feeling mules—they have felt for me often and rapidly, with every leg hung to them, and have felt for my hard and soft spots, and I have felt for them feelingly and often. Why, sir, I have stuck to those mules until I feel playfully mulish in writing this. I broke those mules—broke them to be gentleman mules and they never ran away before, but on this occasion I handed Jones the halter to hold them, and just then he proposed to buy them—they jumped, Jones dropped the halter, they run, I suppose, startled by the absurd idea of such "long eared gentlemen" going with such long legs as his; however I stayed with them, until I ran them off the street, and probably saved the wagon and my little brother's life. He stuck to the wagon to the last and was about the only small piece of grit but what was mercilessly spilled out.

Jokes, aside, Jones did his best to help me.

Respectfully, BOY WITH THE MULES.

A Very Quiet Baby.

Children in arms generally enjoy exemption from customs duties, and even the octroi officials stationed at the "barriers" of French and Italian cities, fiscal martinets though they be, are wont to allow these innocent creatures to pass them free of duty. There are, however, exceptions to every rule. Only the other day among the passengers in an omnibus undergoing the usual inspections at the Porta Garibaldi of Milan, was a ruddy cheeked wet nurse, bearing on her lap an infantine treasure, carefully swaddled, its youthful lineaments hidden from view by a thick white lace veil. It seemed a baby of excellent conduct, by no means addicted to infuriate screaming, or even to the little complacent gurglings affected by some infants, but wrapped in a profound and noiseless slumber. "That is a remarkably quiet child of yours," observed the searching official to the nurse. "Yes, indeed it is, dear little angel!" rejoined the latter; "it hardly ever cries, the sweet poppet! and when it does whimper a little I can quiet in a moment with a lump of sugar." "It must be quite a treasure," replied he of the octori; "just step down, there's a good woman, and bring it into my office with you; I should like to have a look at it, being a family man myself." The nurse grew pale; she had, however, no excuse for non-compliance with the request, so she descended from the omnibus and followed the fatherly official into his bureau, where, strange and sad to tell, the extraordinary placidity of her infantine charge was speedily accounted for by the discovery that it consisted of fourteen pounds of fine Bologna sausage, neatly packed up in the snow-white robes of guileless babyhood.—*Swiss Times.*

John's wife and mine were tete-a-tete,
She was witty, industrious he;
Says John: "I've earned the bread we ate;"
"And I," says she, "have urn'd the tea."

A meddlesome old woman was sneering at a young mother's awkwardness with her first infant and said: "I declare, a woman never ought to have a baby unless she knows how to hold it." "Nor a tongue, either," was the quiet rejoinder.

The Boston *Transcript* perpetuates the following: "My wife lost her pocket with fifteen dollars in it to-day," said a sad looking man. "When? Going down town or coming home?" Asked somebody. "When? Don't I tell you she had some money in it?" demanded the sad-looking man, and everybody knew when she lost it.

Manufacturers of WEEKS' PATENT COMBINATION BEAM SCALES, 562 Washington St., BUFFALO, N.Y.

Price of 3-ton, platform 7x14 ft..... $55.00
" 4 " " 8x14 " 65.00

Other sizes proportionately low in price. Agents Wanted. WEEKS & RAY, Proprietors.

Wel De Meyer's CATARRH CURE.

Unquestionably the most important medical discovery since vaccination. A remedy which assimilates with the unpoisoned membrane and forms not only local, but a constitutional cure in any stage. Has in a single generally sufficed. Delivered by D. uggists or by B. B. Dewey & Co., 46 Day Street, N. Y., $1.50 complete. Treatise and remarkable statements by the cured, mailed free. The afflicted can refer to

Dr. W. H. THUESDELL, Elgin, Ills.,
Mrs. H. HARPER, 765 Stone St., Denver, Col.,
SHELDON COLLINS, Baldwin's Hotel, San Francisco;
Miss MARCHY E. RANKIN, 404 Clark St., Chicago;
Mrs. M. E. BISSETT, 3022 Savannah St., St. Louis;
MLLE AIMEE, Opera Prima Donna;
PAUL HOFFMAN (the Sylvimore), Flushing, L.I.;
SAM'L BERKELOT, 697 Broadway, N. Y.;
Rev. C. H. TAYLOR, 340 Noble St., Brooklyn, N. Y.;
Dr. R. H. CLOSE, 8 Montgomery St., San Francisco;
Rev. GEO. E. PRATT, St. Stephens Church, Phila.;
Rev. C. E. JOHNS, New Brighton, N. Y.; &c.
A real cure for Chimney Sweeps. d2 ow tm

THE "LITTLE DETECTIVE." A Family Scale for $3.00, Nothing Equal to it sold for less than $5 to $12. WEIGHS FROM 1-4 OZ. TO 25 LBS.

MADE BY Chicago SCALE Co., Over 20 Different Varieties manufactured. Send for Price List. Most Liberal Prices.

Fall Price List sent free to all who write.

TROPIC FRUIT LAXATIVE

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Single newspapers, not exceeding 2 ounces in weight, 1 cent to any part of the United States, prepaid.

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Hong Kong, American packet, via San Francisco.....	10 cts.	2 cts.
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Italy, via North German Union, direct.....	5 cts.	2 cts.
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On orders not exceeding $15.....	10 cents.
On orders not exceeding $30.....	15 "
On orders exceeding $30, $40.....	20 "
Over $40 and not exceeding $50.....	25 "

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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

Fees same as Great Britain.

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