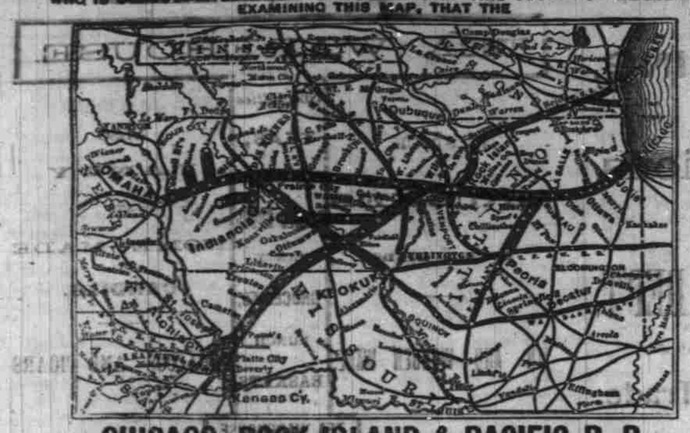
A MAN

WHO IS ACQUAINTED 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 Barren Junction to Peoria; Wilton Junction to Muscatine, Washington, Salem, Fairfield, Ottumwa, Centreville, Princeton, Trenton, Chillicothe, Cameron, Leavenworth and Atchison; Ottumwa to Burlington, Keokuk and Knoxville; Keokuk to Farmington, Bonaparte, Bentonsport, Leavenworth, Mitchell, Ottumwa, Eddyville, Oskaloosa, Pella, Pella Junction, 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 larger by one foot in length than any other, 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 twice the same points Three Dollars for a single berth, and Six Dollars for a section.

We feel sure that you will be still pleased to enjoy 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 Western trains. Meals are served a la carte, and a 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 warrants it, we are pleased to announce that this Company runs its PALACE SLEEPING CARS for sleeping purposes, and its PALACE DINING CARS for dining 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. J. & J. U. 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.

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. Cen. R. Rds.

PALACE CARS are run through to PEORIA, DES MOINES, COUNCIL BLUFFS, ATCHISON and LEAVENWORTH.

Tickets via this Line, known as the "Great Rock Island Route," are sold by all Ticket Agents in the United States and Canada.

For information not obtainable at your home ticket office, address,

A. KIMBALL, Gen'l Superintendent. E. ST. JOHN, Gen'l Ticket 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 alone by it through between COUNCIL BLUFFS and CHICAGO.

No other road runs Pullman Hotel Cars, or any other form of Hotel Cars, through between the Missouri River and Chicago.

PASSENGERS GOING EAST should bear in mind that this is the

BEST ROUTE to CHICAGO

AND ALL POINTS EAST.

Passengers by this route have choice of FIVE DIFFERENT ROUTES and the advantage of Eight Daily Lines Palace Sleeping Cars from CHICAGO to

PHILADELPHIA and NEW YORK,

And other Eastern Points.

Insist that the Ticket Agent sell you tickets by the North-Western Road. Examine your Tickets, and refuse to buy if they do not read over this road.

All Agents give them and Check usual Baggage Free by this Line.

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

New York Office, No 415 Broadway. Boston Office, No. 5 State Street. Omaha Offices, 511 14th Street and U. P. Depot. San Francisco Office, 2 New Montgomery Street. Council Bluffs Ticket Office at U. P. Transfer Depot and at Chicago & North-Western Railway Depot. Chicago Ticket Offices, 62 Clark Street, under Sherman House; 75 Canal, corner Madison Street; Kinzie Street Depot, corner West Kinzie and Canal Streets; Wells Street Depot, corner Wells and Kinzie Streets.

For rates or information not obtainable from your home ticket agents, apply to

MARVIN HUGHITT, Gen'l Manager, Chicago.
W. H. STENNETT, Gen'l Pass. Agent, Chicago.

HALL'S BALSAM

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

HENRY'S CARBOLIC SALVE

The Most Powerful Healing Agent ever Discovered.

Henry's Carbolic Salve cures the 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 ECLECTRIC ANODYNE

CURES IN ONE MINUTE.

TOWNSLEY'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, 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	
Woods Cross	7 25	4 00	00
Centreville	7 33	4 10	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 2 p. m., arriving in Ogden at 5.20 p. m., leaving Ogden at 6.30 a. m., arriving in Salt Lake City at 10 a. m., leaving Ogden at 3.00 p. m., arriving in Salt Lake City at 6.30 p.m.

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

JOHN SHARP, Superintendent.

THE OLD RELIABLE

FORT WAYNE AND PENNSYLVANIA LINE

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

— FROM —

CHICAGO

— TO —

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

GREAT SHORT LINE

TO BOSTON

Via New York City.

Reaches all Points in Pennsylvania and New Jersey.

PULLMAN PALACE CARS

On all Express Trains.

MAGNIFICENT CARS

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

Elegant Eating Houses

WITH AMPLE TIME FOR MEALS.

3 EXPRESS TRAINS

Leave CHICAGO as follows:

8.30 a.m. Special East Express Except Sunday.

With the popular vestibule sleeping car.

Reaches Pittsburg 2.30 a. m; Harrisburg 11.45 a. m; Philadelphia 4.00 p. m; New York 6.45 p. m; Boston 6.15 a. m; Baltimore 6.50 p. m. Washington 9.00 p. m. next day.

5.15 p.m. Atlantic Express, Daily.

With Drawing Room and Hotel Car.

Reaches Pittsburg 12.15 p. m; Harrisburg 10.15 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 7.10 p. m; Harrisburg 2.50 a. m; Baltimore 7.45 a. m; Washington 9.05 a. m; Philadelphia 6.00 a. m; New York 10.25 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.

F. B. MYERS, Gen'l Pass. and Ticket Agent, CHICAGO.

SPENCERIAN STEEL PENS

of the Very Best English Make and Unrivaled for Durability, Elasticity, and Evenness of Point.

SEAL SWAN QUILL ACTION.

For Twenty Numbers, Sample, including the popular numbers 1-2-3-8-15 and Pens 3-16-18 will be sent by mail, for price, on receipt of 25 Cents.

Ivison, Blakeman, Taylor & Co., 138 & 140 Grand St., New York.

UTAH SOUTHERN RAILROAD.

To take effect June 13th, 1879.

GOING SOUTH.

NAME OF STATION.	No. 1 PASSENGER.	No. 3 FREIGHT.	FARE.
TRAINS LEAVE	A.M.	A.M.	
Salt Lake	7 00	7 30	
Morgan	7 18	8 00	50
Germania	7 22	8 10	50
Lovendahls	7 25	8 20	60
Junction	7 37	8 35	75
ARRIVE AT			
Sandy	7 40	8 45	85
LEAVES			
Sandy	7 55	9 00	
Draper	8 07	10 10	1 00
Lehi	8 44	11 20	1 65
American Fork	8 56	11 35	1 80
Pleasant Grove	9 08	11 50	1 95
		P. M.	
Provo	9 37	12 45	2 50
Springville	9 53	1 10	2 75
Spanish Fork	10 08	1 35	3 00
Payson	10 32	2 15	3 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 30	5 30	5 50

GOING NORTH.

NAME OF STATION.	No. 2 PASSENGER.	No. 4 FREIGHT.	FARE.
TRAINS LEAVE	P. M.	A. M.	
Juab	1 00	7 50	
Nephi	1 40	9 00	75
Mona	2 04	9 40	1 15
Santaquin	2 40	10 50	1 75
Payson	2 55	11 15	2 00
Spanish Fork	3 19	11 55	2 50
		P. M.	
Springville	3 34	12 20	2 75
Provo	3 49	12 45	3 00
Pleasant Grove	4 22	1 40	3 55
American Fork	4 34	1 55	3 70
Lehi	4 46	2 10	3 85
Draper	5 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 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.	FARES.
TRAINS LEAVE	A.M.		
Deseret	7 00		
Riverside	7 45	9	
Leamington	9 15	27	1 [illegible]
Mills	10 35	43	2 50
ARRIVE AT			
Juab	11 20	53	3 00

GOING SOUTH.

STATIONS.	No. 2 MIXED.	Miles.	FARES.
TRAINS LEAVE	P. M.		
Juab	1 30		
Mills	2 15	9	
Leamington	3 35	25	1 [illegible]
Riverside	5 05	43	2 [illegible]
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	6.15 p.m.
Mixed	6.40 p.m.
Freight	2.15 p.m.

Daily connections made at Ogden with Central Pacific R. R., with the Utah & Northern Railway, for points in Northern Utah, Idaho and Montana, and with Utah Central road for Salt Lake City and all points in Southern Utah.

At Green River with stages for Sweetwater mines.

At Cheyenne with the Colorado Division of the Union Pacific for Denver, Leadville, Central, Black Hawk, and all cities, mining camps and pleasure resorts in Colorado.

At Sidney with a daily line of superb Concord Coaches for Deadwood and other points in the Black Hills.

At Omaha with Chicago and Northwestern, Chicago, Rock Island and Pacific, Chicago, Burlington and Quincy, Burlington and Missouri River in Nebraska, Kansas City, St. Joe and Council Bluffs Railroads, and Missouri River line of steamers for all points East and South.

Tickets for sale to all points east at Ticking 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. CLARK, Gen. Supt. 339

EVENING NEWS.

Monday, March 1, 1880.

BY TELEGRAPH

FOREIGN.

GREAT BRITAIN.

Foreign Intelligence.

LONDON, 28.—A dispatch from St. Petersburg says: It may be unintelligible to many persons abroad how the Nihilists succeeded in doing their work in the very residence of the Imperial family. Probably no other building in St. Petersburg is less safe than the Winter Palace. It has always been the refuge for numberless vagabond workmen, friends of the servants and others, and many without passports, who would not live with impunity anywhere else. The Imperial ukaze of last April, gave full powers to General Gourko to search the buildings of Hataca, but even that severe Governor General could hardly venture to interfere with the special authorities of the Imperial residence. There is an old Russian law which gives the right of sanctuary to criminals taking refuge within the buildings of the Imperial Palace. No fewer than 5,000 persons have been living in the Winter Palace, and nobody has ever known the precise duties of one-half of them.

The appointment of Gen. Melikoff as virtual dictator has created a good impression, especially in circles where he himself and his previous civil administrations are best known. His rule in Kharkehaff, though mild, has been effectual in repressing disorders. His views generally are known to be liberal. All classes feel that the measures taken are necessary and wise, and think Gen. Melikoff is the man most fitted for the place. No well informed person believes in any widespread conspiracy amongst the dignitaries, court officials or military.

Gladstone last night addressed a meeting in Marylebone, London, in behalf of the liberal candidates for Parliament at the next general election. Referring to the report that Parliament would be dissolved on the ground of "obstruction," he seemed to enjoy a sort of quiet triumph in the fact that the debate now progressing in the House of Commons has deprived the government of that opportunity. He said the whole thing appeared to have been planned by certain conservative subalterns, and seemed a very promising scheme, but it had turned out totally different from what those wiseacres expected. The fact was, all parties agreed that obstruction is a very bad thing, and he was bound to say that the ministers' proposals were moderate, and that they had supported them in a spirit of equity and candor, and instead of a storm, there was in fact very fine weather. Referring to the result in Southwark, he attributed the result to liberal dissensions over local arrangements, and the candidate chosen, he said, owing to this dissatisfaction, a large body of liberals abstained from voting, while the conservatives polled their full strength to the last man.

The concluding and principal part of the speech was devoted to Irish affairs.

He could never, he said, forget, in considering the Irish question, the unjust and abominable conduct of this country towards Ireland through many generations. He could not forget what temper of mind was produced in Ireland by the long continuance of this conduct, and he felt it to be his duty to exhort his countrymen on every occasion to exercise patience.

Inquiry into the fall of the railroad bridge over the Frith of Tay on the night of December 28th, by which many lives were lost, is proceeding at Dundee before the Board of Trade. Several painters who painted the bridge last summer, testified they saw numerous bolt holes empty. They found bolts in the holes where should have been rivets, and found rivets without heads and bars loosened and nuts unscrewed. The supporting columns of the high girders were cracked from top to bottom, and held together with four hoop bands, and that sometimes the oscillation of the bridge was so great they feared it would fall.

A *Times* St. Petersburg special says: This city is in very much like a panic. The recent explosion has produced a widespread feeling of insecurity through all classes. There is very little hope of any concession from the Government on the anniversary of the Emperor's accession to the throne. Warnings have been sent from Berlin that on the 2d of March it is intended to blow up the three principal streets of St. Petersburg.

A Copenhagen dispatch of Friday night says: A fire is now raging and threatens the destruction of that quarter. Fears are entertained for the British embassy. The King and Crown Prince are at present insulating the exertions of the firemen.

Betting on the boat race between the Oxford and Cambridge University crews is 6 to 5 on Oxford.

The King of the Belgians is sending six small steamers to Stanley for use on the Congo River.

The German government has given notice of its intention to increase the amount of silver currency to 12 marks per head of population, instead of 10 marks, as now.

Bismarck has enforced his demand for the appointment of a colleague by suggesting if his work is not thus lightened that he be allowed to retire altogether.

The German Government is about to revive the scheme for cutting a canal navigable for war vessels between the Baltic Sea and the German Ocean. The scheme is warmly supported in military circles.

The entire Russian fleet in the Ural Sea is ordered into the Oxus to participate in Gen. Kauffmann's campaign against the Turcomans.

Bismarck is still confined to his bed. The Emperor conferred with him for an hour and a half yesterday.

Correspondence.

Sunday School Anniversary.

SANTAQUIN, Feb. 23, 1880.

Editors Deseret News:

Our Sabbath School anniversary was held on the morning and afternoon of the 22nd inst. The exercises consisted of questions and answers on the Book of Mormon, Bible and the New Testament, Catechism, Articles of Faith, and Restoration of the Gospel. Also questions of a more elementary character to the smaller classes, all of which received prompt and ready answers, evincing familiarity with the subjects.

The above exercises were pleasantly intermingled with excellent music by the choir and the children of the school. Also by very appropriate and well rendered recitations and dialogues. One excellent feature in the recitations and dialogues was in their being all either selected from the *Juvenile Instructor* or composed by our own talent. The dialogues of our own composing were on the following subjects: "Words of Wisdom," "Temperance," "The advantage of devoting the early part of life to moral and religious pursuits," "The advantage of attending Sabbath School," "Polygamy." The advantage of such home productions are two-fold. The development of home talent, and the adaptability to local circumstances.

Superintendent I. M. Coombs and Bishop Tanner, of Payson, being present made some very appropriate and timely remarks and spoke very eulogistically of the exercises and order of the school. Our worthy Bishop Geo. Halliday and councilors are practically striving to promote the interest of our Sabbath School and all the institutions of this ward that aim at the right training of the youth. W. C.

Castle Valley.

HUNTINGTON, Castle Valley, February, 18, 1880.

Editors Deseret News:

I was called at the August conference in Ephraim, with others, to go east of the Wasatch range of mountains and settle new country. I arranged my affairs and started on the 23rd of October. Arrived in this valley the 1st of November. I liked the place and commenced to fix for winter. The morning of the 9th of November it began to snow and continued 30 hours; by that time it was six inches deep. It then began to be cold weather, quite disagreeable to camp out. As there were several families that had just come in. We got our families under shelter as soon as possible. It has been very cold up to the present time. We have had very little wind, in fact, it has been the pleasantest winter I ever saw, although cold. The snow is now about a foot deep on the level. Last season was very dry, consequently the feed was poor on the ranges and many cattle have died. Some have lost their last teams. The health of the people has been remarkably good; there having been no deaths. We have been joined by three emigrants from the realms above; all doing well.

Bishop Cox is alive to his duties, and is doing all he can to build up the people and develop the resources of the country. He has called his ward teachers, and to-day the Elders were organized in a quorum by electing Wm. W. Cheeney president; John F. Wakefield first and Aaron Cheeney second counselors; Miles E. Johnson, secretary, and Wm. Cordingly, assistant secretary.

The Bishop says in a few days he will organize a relief society, and as soon as the weather gets warm he will start a Sunday School. Our meetings are well attended and a good spirit prevails here.

Our ditch to take the water out on the south side of the river is progressing finely. Those that come in early can get to work water rights, and there is plenty of land to be taken up. All kinds of grain and vegetables that have been tried here grow well. Our saw mill will start soon after warm weather commences, so you see we are not discouraged notwithstanding our hard winter.

Ever praying for the welfare of Zion,

I remain, your brother in the gospel of peace, J. W.

12th QUORUM.

THE TWELFTH QUORUM OF SEVENTIES meet in the City Hall on the 3rd Monday in each month at 7 o'clock. A prompt attendance of those residing in the city is expected. Members who cannot attend will please inform us by letter or otherwise of their standing and place of address.

Address—James W. Phippen, Salt Lake City. dz&s&w

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.

POSTAL AFFAIRS.

Rates of Domestic Postage.

LETTERS:—The standard single rate weight is ½ oz. avoirdupois.
Single rate letter throughout the United States, 3 cents.
For each additional ½ oz. or fraction, 3 "
Drop Letters, single rate, 1 "

NEWSPAPERS AND PERIODICALS.—The postage on newspapers has to be paid at the office of publication.

Newspapers are not charged postage when sent from the publication office to subscribers in the county where the paper is published.

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

PACKAGES.—Parcels, unsealed, 1 cent per ounce.

The maximum weight of any package of printed or miscellaneous matter is 4 lbs. avoirdupois.

Rates of Foreign Postage.

	Letters.	Newspapers.
Greece, closed mail, via England	5 cts.	2 cts.
Hong Kong, American packet, via San Francisco	10 cts.	2 cts.
Italy, direct closed mail, via England	*5 cts.	2 cts.
Italy, via North German Union, direct	5 cts.	2 cts.
Japan, American packet, via San Francisco	10 cts.	2 cts.
Mexico	10 cts.	2 cts.
New Zealand, via Southampton	12 cts.	2 cts.
Norway, via North German Union direct	5 cts.	2 cts.
Norway, closed mail via England	5 cts.	2 cts.
Portugal, via England	5 cts.	2 cts.
Russia, via North German Union direct	*5 cts.	2 cts.
Russia, closed mail via England	*5 cts.	2 cts.
Sandwich Islands, by mail from San Francisco	5 cts.	1 ct.
South American States (Atlantic Coast) via England	27 cts.	4 cts.
Brazil alone from New York	15 cts.	2 cts.
Argentine Republic and Uruguay, via Amsteam Ticket from New York	23 cts.	10 cts.
Pacific Coast, Peru, Ecuador, Bolivia and Chili	17 cts.	4 cts.
Spain, via New Orleans	5 cts.	2 cts.
Sweden, via North German Union direct	*5 cts.	2 cts.
Sweden, closed mail via England	*5 cts.	2 cts.
Switzerland, direct closed mail via England	*5 cts.	2 cts.
Switzerland, by North German Union direct	*5 cts.	2 cts.
West Indies (British and Danish) American packet from New York	5 cts.	2 cts.
(British), British mail via St. Thomas	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.—At 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.

The 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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