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, Atchison, Washington to Sigourney, Oskaloosa and Knoxville; 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 the same 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, attached to all through Express Trains. You get an entire meal, as 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 sleeping 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., F. W. & J.; P., L. & D.; I. B. & W.; Ill. Midland; and T., P. & W. Railroads.

At FORT ERIE, 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 OZAHA, 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 Ttk. and Pass'r Agt., Chicago, Ill.

CHICAGO & NORTH-WESTERN RAILWAY.

The Great Trunk Line from the West and the East.

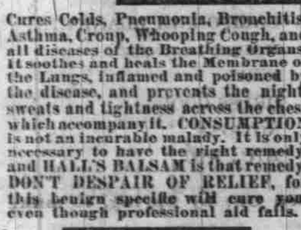
is the shortest, most direct, convenient, comfortable and in every respect the best line you can take. It is the greatest and greatest Railway organization in the United States. It owns or controls over

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, of 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 Freely this Line.

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

New York Office, No 415 Broadway. Boston Office, No. 5 State Street. Omaha Offices, 611 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; Kenzie Street Depot, corner West Kenzie and Canal Streets; Wells Street Depot, corner Wells and Kenzie Streets.

For information not attainable from your home ticket agents, 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	
Woods Cross	7 22	4 08	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	6 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 6.50 a. m., arriving in Salt Lake City at 10 a. m.; leaving Ogden at 3.30 p. m., arriving in Salt Lake City a, 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 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 9.15 p. m; Baltimore 6.30 p. m. Washington 8.00 p. m. next day.

5.15 p.m. Atlantic Express, Daily.

Reaches Pittsburg 7.40 a. m; Harrisburg 1.45 a. m; Philadelphia 4.50 a. m; New York 7.35 a. m; carries a through 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 7.40 p.m; Harrisburg 3.35 a. m; Baltimore 5.05 a. m; Washington 6.05 a. m; Philadelphia 8.00 a. m; New York 10.35 a. m; Boston 8.40 a. 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.

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.

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. 21

TOWNSLEY'S TOOTHACHE ANODYNE

CURES IN ONE MINUTE.

EDEY'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.

SPENCERIAN STEEL PENS

Of the Very Best Quality of English Make, and warranted Equal to any, Durability, and Smoothness of Point.

MESS. SWAN QUILL ACTION.

In Twenty Numbers. Samples, including the popular numbers, 1-2-3-8-15 and 8-16-18 and a Pen Holder sent by mail, for trial, on receipt of 25 Cents.

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

EVENING NEWS.

Thursday, - - February 12, 1880.

AN ACT

EMPOWERING RAILROAD CORPORATIONS TO DEED AND MORTGAGE THEIR FRANCHISES AND PROPERTY, AND CONFIRMING SUCH CONVEYANCES HERETOFORE MADE AND FOR OTHER PURPOSES.

Be it enacted by the Governor and Legislative Assembly of the Territory of Utah: That all railroad companies heretofore organized, or which may hereafter be organized, pursuant to the laws of this Territory, shall have power to issue bonds for such sum or sums, and payable at such times and places, and drawing interest at such rates as they may deem proper, and they are severally empowered hereby to execute trust deeds or mortgages, or both, upon the whole or any part of their railroad lines, property, franchises, incomes and profits, acquired or to be acquired, to secure the payment of such bonds and interest; and if such bonds are sold below their par value, they shall be binding and valid, according to their terms.

SEC. 2. Any trust deed or mortgage made upon the lands, roads, or other property of any such railroad company shall bind and be a valid lien, upon all the property mentioned in such deed or mortgage, including rolling stock, machinery, and other personal property; and a purchaser at a foreclosure sale, or under a trust deed, shall have and enjoy all the rights of a purchaser at an execution sale.

SEC. 3. Such trust deeds or mortgages may, by their terms, include and cover, not only the property of the company making them at the date of execution thereof, but property of every kind which may thereafter be acquired by such company, together with the material and property necessary for the repairs, use and operation of such road, and the same, when so stated, shall be as valid and binding, and as effectual to pass the property as it would be were it in the possession of such company at the time of the execution of such instrument.

SEC. 4. Every deed or mortgage made by any railroad company, organized as aforesaid, shall be recorded in the office of the County Recorder of each organized county through which such road shall run, in this Territory, and in any county where it may hold lands subject to such deed or mortgage; and such record shall be notice, to the whole world, of the rights of all parties having interest under the same; and for this purpose, and to secure the rights of the mortgagees, or parties interested under such mortgages or trust deeds, so executed and recorded, or to be executed and recorded, the rolling stock, machinery, personal property and material necessary for the operation and repairs of the road of such company, belonging to the same and appertaining thereto, shall be deemed fixtures on, and a part of, the road; and such mortgages or trust deeds, so recorded, shall have the same effect, both as to notice and otherwise, as they have to the real estate covered by them, notwithstanding the fact that the possession of such property remain with the mortgagers.

SEC. 5. Every deed of trust or mortgage heretofore executed by any railroad corporation, organized pursuant to the laws of this Territory, is hereby declared valid, legal and binding, to the full extent and scope of the terms and conditions of such deed or mortgage; and the record of such instruments, heretofore made in the county records of the several counties, into or through which such road passes, shall be deemed, and is hereby declared to impart notice to all the world of the contents of such deeds or mortgages, and of the rights of those claiming under them; and they shall, in every particular, be as effectual security as if executed and recorded after the approval of this act.

SEC. 6.—Railroad corporations may be formed pursuant to the laws of this Territory, for the purpose of buying any railroad property situated therein, when the same is to be sold under trust deed, mortgage, or private sale; and any railroad corporation heretofore formed pursuant to the laws of this Territory, which had for its purpose the purchase of railroad property already constructed, is hereby declared a valid corporate body, and any purchase of railroad property by such corporation, that was sold pursuant to trust deed, mortgage judgment and decree of court, or private sale, is hereby made valid and binding.

SEC. 7.—This act shall be in force and take effect, from and after its passage.

ORSON PRATT, Sen., Speaker of the House.
LORENZO SNOW, President of the Council.

Approved February 6, 1880.

ARTHUR L. THOMAS, Acthg Governor.

UTAH SOUTHERN RAILROAD.

To take effect June 12th, 1879.

GOING SOUTH.

NAME OF STATION.	No. 1 Passenger.	No. 3 Freight.	FARE.
TRAINS LEAVE	A.M.	A.M.	
Salt Lake	7 00	7 50	
Morgan	8 38	8 00	50
Germania	8 [illegible]	8 10	70
Lovendahls	7 [illegible]	8 20	60
Junction	7 37	8 35	75
ARRIVE AT			
Sandy	7 40	8 45	85
LEAVES			
Sandy	7 55	9 10	
Draper	8 07	10 10	1 00
Lehi	8 44	11 20	1 65
American Fork	9 [illegible]	12 35	1 80
Pleasant Grove	9 03	11 50	1 95
		P. M.	
Provo	9 32	12 40	2 50
Springville	9 [illegible]	1 20	2 75
Spanish Fork	10 16	1 [illegible]	3 00
Payson	10 32	2 15	3 50
Santaquin	10 50	2 40	3 75
Mona	11 26	3 40	4 25
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 05	75
Mona	2 04	9 40	1 15
Santaquin	2 40	10 20	1 75
Payson	2 55	11 15	2 00
Spanish Fork	3 19	11 50	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 50
American Fork	4 36	1 55	3 50
Lehi	4 46	2 10	3 85
Draper	5 25	3 20	4 50
ARRIVE AT			
Sandy	5 40	3 40	4 65
LEAVES		4 25	
Sandy	5 44	4 55	4 [illegible]
Junction	5 55	5 10	4 [illegible]
Lovendahls	6 02	5 20	5 00
Germania	6 07	5 30	5 00
Morgan			
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	[illegible]
Lemmington	8 [illegible]	22	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	[illegible]
Lemmington	3 35	22	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	8.30 a.m.
Mixed	5.50 p.m.
Freight	3.30 a.m.
ARRIVE.	
Daily Express	5.15 p.m.
Mixed	6.40 a.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 cities, mining camps and pleasure resorts in Colorado.

At Sidney with a daily line of Gilbert's 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 Pacific, 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, Omaha.

H. H. CLARK, Gen. Supt. d80

Too Great a Temptation.

Some years ago a very fine echo was discovered on an Englishman's estate. He was proud of it, of course, and exhibited considerable envy by its exhibition. One of his neighbors, who owned an adjoining estate, felt especially chagrined, but was great y encouraged by an Irishman, who went over the lands with the hope of finding one somewhere. He declared himself successful in finding the most wonderful echo ever heard, and stood ready to unfold his secret for a large sum of money. The nobleman listened to the echo, and although there was something peculiar about it, he paid the money. An afternoon was set for his friends to come and listen to the marvelous discovery. "Hullo!" cried in stentorian tones the Hibernian who had promised to find an echo. "Hullo!" came back from the hill-side yonder. "How are you?" yelled one of the company, and an echo answered in a suspicously different key, "How are you?" All went well until just before retiring one of the company, putting his hand to his mouth cried: "Will you have some whiskey." Such a question would discover the character of any reasonable echo. It was certainly too much for the one which had been discovered on that estate. Judge of the surprise of the party when the answer came back in clear, affirmative tones: "Thank you, sir, I will, if you please." The poor fellow, who had been stationed at a distance to supply the place of an echo, simply submitted to too great a temptation.—*Missouri Republican.*

WANTED.

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

J. K. PEARSON, JOBBING CUTLER,

In 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.

NOTICE

THE ANNUAL MEETING of the Stockholders of the Utah Southern Railroad Company, for the Election of Officers for the ensuing year, will be held at the Office of the Deseret National Bank, Salt Lake City, Utah Territory, February 21st, 1880, at 11 o'clock a.m.

H. S. YOUNG, Secretary.

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 Fletcher's Castoria.

Centaur Liniments, the world's great Pain-relieving agents for Man and Beast. 3 d wed th sat

NO MORE RHEUMATISM OR GOUT ACUTE OR CHRONIC SALICYLICA SURE CURE.

Manufactured only under the above Trade-mark, by the European Salicylic Medicine Co., OF PARIS AND LEIPZIG.

IMMEDIATE RELIEF WARRANTED. Permanent Cure Guaranteed. Now exclusively used by all celebrated Physicians of Europe and America, becoming a Staple, Harmless and Reliable Remedy on both continents. The highest Medical Academy of Paris reports 95 cures out of 100 cases within three days. Secret—The only dissolver of the Poisonous Uric Acid which exists in the Blood of Rheumatic and Gouty Patients. $1 a box; 6 boxes for $5. Sent to any address on receipt of price. Indorsed by Physicians. Sold by all Druggists. Address,

WASHBURNE & CO., Only Importers' Depot, 212 Broadway, New York.

For Sale by MOORE, ALLEN & CO., daw And druggists generally.

A REVIEW OF THE DECISION OF THE SUPREME COURT OF THE UNITED STATES,

IN THE CASE OF

GEO. REYNOLDS vs. THE UNITED STATES.

BY GEORGE Q. CANNON.

PRINTED AND FOR SALE AT THE DESERET NEWS OFFICE

PRICE, - 25 CENTS.

POSTAL AFFAIRS.

Rates of Domestic Postage.

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

Single rate letter throughout the United States, ½ oz. or fraction, 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 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, 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 pts.
(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.—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.

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,

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