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 Davenport to Peoria, Wilton Junction to Muscatine, Washington, Fairfield, Eldon, Belknap, Centreville, Princeton, Trenton, Gallatin, Cameron, Leavenworth and Atchison; Washington to Sigourney; Oskaloosa to Knoxville; Keokuk to Farmington, Bonaparte, Bentonsport, Independence, Eldon, Ottumwa, Eddyville, Oskaloosa, Pella, Monroe and Des Moines; Des Moines, Indianola and Winterset; Atlantic to Audubon and Avoca to Harlan. This is positively the only railroad which owns, controls and operates a through line between Chicago and Kansas.

This Company own and control their Sleeping Cars, which are inferior to none, and give you a double north between Chicago and Council Bluffs, Leavenworth, or Atchison for Two Dollars and Fifty Cents, and a section for Five Dollars, while all other lines charge between the same points, Three Dollars for a double berth, and Six Dollars for a section.

What will please you most will be the pleasure of enjoying your meals, while passing over the beautiful prairies of Illinois and Iowa, in one of our magnificent Dining and Restaurant Cars that accompany all through Express Trains. You get 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 different purposes, (and the enormous passenger business of this line warranting it,) we are pleased to announce that this Company runs the FINEST 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 K. 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 Tkt. and Pass'gr 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 greatest 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 sell them and Check usual Baggage Free by this Line.

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

New York Office, No. 415 Broadway. Boston Office, No. 5 State Street. Omaha Offices, 512 10th Street and U. P. Depot. San Francisco Office, 2 New Montgomery Street. Council Bluffs Ticket Office at U. P. Transfer Depot and at Chicago & North-Western Railway Depot. Chicago Ticket Offices, 62 Clark Street, under Sherman House; 75 Canal, corner Madison Street; Kinzie Street Depot, corner West Kinzie and Canal Streets; Wells Street Depot, corner Wells and Kinzie Streets.

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

MARVIN HUGHITT, Gen'l Manager, Chicago.

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

UTAH CENTRAL RAILROAD.

PIONEER LINE OF UTAH.

On and after November 4th, 1878.

NAME OF STATION.	No. 1 PASSENGER.	No. 3 PASSENGER.	FARE.
TRAINS LEAVE			
Salt Lake	7 00	3 40	
*Wood's Cross	7 25	4 08	60
Centreville	7 33	4 16	75
Farmington	7 50	4 33	1 00
Kaysville	8 12	4 55	1 25
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 32
Centreville	11 04	7 44	1 66
*Woods Cross	11 13	7 53	1 77
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 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 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 6.30 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 10.35 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 7.00 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 p. m; Harrisburg 3.15 a. m; Baltimore 7.45 a. m; Washington 9.05 a. m; Philadelphia 8.00 a. m; New York 10.35 a. m; Boston 8.40 p. m. Through Baltimore and Washington Sleeping Car on this train.

Fare always as Low as any other Line.

Through Tickets for sale at all Principal points in the west. Ask for them via FORT WAYNE and PENNSYLVANIA LINE.

T. B. MYERS, Gen'l Pass and Ticket Agent, CHICAGO

UTAH SOUTHERN RAILROAD.

To take effect June 13th, 1879.

GOING SOUTH.

NAME OF STATION.	No. 1 PASSENGER.	No. 7 FREIGHT.	FARE.
	A.M.	A.M.	
TRAINS LEAVE			
Salt Lake	7 00	7 30	
Morgan	7 18	8 00	50
Germania	7 28	8 10	50
Lovendahls	7 36	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 59	11 35	1 80
Pleasant Grove	9 08	11 50	1 95
	P.M.	P.M.	
Provo	9 27	12 45	2 50
Springville	9 35	1 10	2 75
Spanish Fork	9 48	1 35	3 00
Payson	10 32	2 15	3 50
Santaquin	10 50	2 40	3 75
Mona	11 28	3 40	4 50
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.
	P. M.	A.M.	
TRAINS LEAVE			
Juab	1 00	7 50	
Nephi	1 40	9 00	75
Mona	2 04	9 40	1 15
Santaquin	2 40	10 50	1 75
Payson	2 55	11 15	2 00
Spanish Fork	3 19	11 55	2 50
	P. M.	A.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 56	5 10	4 90
Germania	6 02	5 20	5 05
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	50
Lemmington	9 15	27	1 50
Mills	10 35	43	2 50
ARRIVE AT			
Juab	11 20	53	3 00

GOING SOUTH.

STATIONS.	No. 2 MIXED.	MILES.	FARE.
TRAINS LEAVE	P. M.		
Juab	1 30		
Mills	2 15	9	50
Lemmington	3 35	25	1 50
Riverside	5 05	43	2 50
ARRIVE AT			
Deseret	5 50	52	3 00

Nos. 1 and 2 will be run daily.

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

JOHN SHARP, Superintendent.

U. P. R. R.

UNTIL FURTHER NOTICE TRAINS will leave and arrive at Ogden daily, as follows:

LEAVE.	
Daily	10.30 a.m.
Mixed	5.00 p.m.
Freight	3.30 a.m.
ARRIVE.	
Daily Express	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 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. d30

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 polsoned 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.

EDDY'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 European Make, and unrivaled for Elasticity, Durability, and Evenness of Point.

REAL SWAN QUILL ACTION.

In Twenty Numbers. Samples, including the popular numbers, 1-2-5-8-15 and Fine Point 3-16-18 will be sent by mail, for trial, on receipt of 25 Cents.

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

EVENING NEWS.

Saturday, . . February 14, 1880.

BY TELEGRAPH.

PER WESTERN UNION TELEGRAPH LINE

EASTERN.

WASHINGTON.

Interesting Report on Desert Lands.

WASHINGTON, 13.—Senator Hill, of Colorado, has been authorized to submit to the Senate, in behalf of the public lands committee, a very interesting report which he has prepared in advocacy of the passage of his bill looking to the reclamation of arid public lands by means of artesian wells.

The report begins by stating that 800,000,000 acres of lands are embraced in the arid regions of the United States; that not one per cent of this territory has been sold by the United States, and that it must remain unsold for years to come, unless some means are found to supply it with water. After deducting from this aggregate the number of acres of land ascertained from government surveys and other reliable data, to be unfit for agriculture, even if water were supplied to them, because of their being broken and mountainous, destitute of soil, covered with lava deposits, or consisting of barren drifting sand; there remain, says the report, 500,000,000 acres of land of the great plains and valleys on a part of which valuable crops could be raised, if water could be obtained for irrigation. The report continues: Many thousand acres have already been reclaimed by utilizing the waters of rivers and streams and spreading them over the land during the period of the growth of the crops, but owing to the limited supply of water, which can be made available from these sources, under the most favorable conditions, probably not more than 3 per cent. of the 500,000,000 acres can be reclaimed. What use can be made of 485,000,000 remaining acres? They are not, it is true, entirely valueless, they are now and will be hereafter used still more for pasturage lands; but they can never, to any great extent, be sold for this purpose. The growth of grass is so scanty that it requires from 15 to 25 acres for the support of each head of cattle, and many thousands of acres are situated from 100 to 150 miles from living water, and are thus unavailable even for pasturage. But little will ever be realized by the Government from the sale of these lands until it is demonstrated that water can be supplied by artesian wells. In the State of Colorado alone, on the great plains east of the Rocky Mountains, are 40,000,000 acres of land. Much of it will produce, if irrigated, 25 to 30 bushels of wheat per acre. It is in view of the facts which have been given that Congress will be asked to appropriate $50,000 for boring artesian wells. Private enterprise will not undertake the work, which is of an experimental character, as the land is all owned by the Government; but let it be demonstrated that water can be supplied in this way and citizens will purchase the land of Government and wells will be bored by individuals and corporations, and in time, vast tracts of land will thereby be reclaimed.

Inter-State Commerce.

The Inter-State commerce committee to-day adopted Representative Henderson's bill as a substitute for Reagan's bill. It was amended in several particulars before it was accepted as a substitute. It provides for a board of commissioners with powers and duties similar to those imposed by the McCord bill, and "Charles Francis Adam's plan." One of the amendments extends the jurisdiction of the commissioners over the transportation of all property by railroad from one State or Territory into or through one or more States or Territories, or to or from any foreign country, whether such property be carried by one railroad or by several railroads running in connection with each other, and whether such commerce be carried on roads lying wholly within one State or more.

Another amendment adopted on motion of Bliss, requires the commission to inquire into that method of railroad management known as "pooling" and state the result of their inquiry in their first annual report and whether in their judgment any, and if so, what legislation is expedient in relation thereto.

By the bill discriminations and rebates are forbidden. Henderson's bill was adopted; yeas 9, nays 6.

The bill was ordered to be reported to the House with the request that an early date be assigned to its consideration. The last section of the bill appropriates $25,000 for carrying into effect its provisions from the date of its enactment to June 30, 1881, and provides that no pending litigation between railroad companies shall in any way be affected by the provisions of the act.

HEAVY STORMS.

Damage Done Along the Ohio River.

NASHVILLE, Tenn., 13.—A cyclone accompanied by lightning, thunder and heavy rain, passed over the city at midnight. The wind blew at the rate of 40 miles an hour. The spires of the First Colored Baptist, St. John's colored and St. Paul's colored Churches were blown down, also the inside brick wall of the new Custom House. The roof of Rea & Sons' elevator containing 20,000 bushels of grain was swept off. The third story of the Edgefield Manufacturing Company was blown away. The roofs of a large number of private residences were blown off. The damage done up to this hour cannot possibly be estimated.

The principal losses sustained by the storm of last night were as follows: Edgefield and Nashville Manufacturing Co., $20,000; Custom House, $10,000; First colored Baptist Church, $8,000; St. Paul's, $20,000. The entire loss is estimated at $74,000.

Louisville, 13.—At 5.30 p. m. today, the wind averaged a velocity of 42 miles an hour, blowing from the southwest. Within the last six hours the temperature fell 21 degrees, at 3 p. m. 56 and at 9 o'clock 34. Total rainfall for the day 1.80 inches, for 48 hours 3.02 inches. No damage is reported worthy of mention. At Frankfort, Ky., the river is rising at the rate of a foot an hour. The lower end of the city is flooded, and before morning the water will be in the State house yard. The rise was never known to be so sudden. The loss of logs, etc., in the river will be very great. Reports to the Louisville *Courier-Journal* from the interior, are now to the effect that considerable damage has been done to outhouses and bridges.

It has transpired that David McClure, clerk on the steamboat *General Lytle*, is defaulter to a large amount; just how much is not known.

Cincinnati, 13.—It has rained almost incessantly since 5 o'clock yesterday evening, part of the time heavily. The Ohio River is rising rapidly along the whole length. The snow melted by the warm rain at the head-waters of the Ohio, will cause an unusual rise there, and high water may be expected in a very short time. The rain-fall here from the time of beginning yesterday till 10.30 to-night is reported by the signal service observer to be 2.800 inches.

Committee to Disburse "Herald" Relief Funds.

NEW YORK, 14.—The *Herald* names as a committee to distribute its Irish relief fund, Col. King Harmon, M. P.; Mr. Shaw, M. P.; Prof. Baldwin, Cardinal McCloskey, and Mr. Parnell. The Cardinal at first declined to serve, but has since reconsidered his declination and now consents. Parnell has also declined, but the *Herald* hopes he will reconsider his decision, and repeats its request that he will act as one of the committee, notwithstanding his strange course towards the paper. An editorial upon the subject in this morning's *Herald* concludes: "We offer Mr. Parnell such a committee as he thinks desirable, naming himself as a member of it. If he again declines, the verdict of the American public will be that Parnell's object is not relief for his starving countrymen, but selfish agitation for his own political and personal aggrandizement; that he is not only an obstructionist in his own country, but an obstructionist to charity here. If he deliberately puts himself in this position, the American people will think it about time he end his farce. We suppose that all sensible Irishmen will endorse this conclusion."

WESTERN.

The Chinese Must Go.

SAN FRANCISCO, 13.—The Workingmen met again to-day and visited the offices of some minor manufacturing corporations, and were promised replies to-morrow. President Stanford, of the Central Pacific, to-day addressed a letter to the committee stating in substance that there were only seven Chinamen in the employ of the company in the city; that the company was retaining on duty many white men whose services were not really required, because they did not wish to discharge old employes; that the company would respect the laws as construed by the courts, and in the management of its business would be governed under the laws entirely by considerations of what it deems its wisest policy. An answer was also received from President Selby, of the smelting works, who bluntly said he considered the law unconstitutional and would not obey it until the United States bade him submit.

The Assembly to-day passed a bill to empower the clause of the constitution at issue by a vote of 73 to 2, and the governor promptly signed it. A dispatch announcing the governor's action was read at the Sand Lots during the meeting and greeted with prolonged cheers for the bill and the new governor. The Workingmen will again parade to-morrow. Many members of the Legislature voted for the bill merely for the purpose of bringing about some settlement of the matter, as it will doubtless come before the courts at an early day.

WANTED.

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

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., And druggists generally. daw

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 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 cts.
(British), British mail via St. Thomas	12 cts.	4 cts.
(Not British)	8 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 any 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 Post-office of 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 "

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