THE EVENING NEWS.
Thursday, Dec. 19, 1872.

Confessions of a Mormon.

[BY A SPECIAL CORRESPONDENT.]

(CONCLUDED.)

Our trio was here enlarged by the entrance of an exceedingly imposing gentleman (R. W. Carrington) in a dress suit of independent black, and hair to match beautifully oiled and parted down the middle. Whether it was the contrast of the small parlour I know not, but he seemed to tower forty feet high. He was quite of a different calibre from the others. Elder Burton was, as I have said, "elderly" in point of gravity rather than of age. The tonsorial gentleman looked—well, looked like a barber who had thriven on the President's head and chin; but the new-comer was evidently a "personage." I am as ignorant now as I was then of his name or rank, and this very ignorance, combined with his sleek attire and pale, close-shaven face, will make him ever an object of mystery to me. He was every inch a gentleman though, and thoroughly posted up in the principles of the sect, saying little while the elder or the barber was talking, but always coming in to floor me when I fancied I had got them up in a corner. For instance, I cited Solomon's wives against me, quoted in the Old Testament, but not in the New. "Will you put your finger on a text which condemns it for any class of men?" asked the elder, and I quoted the words, "A bishop must be blameless, the husband of one wife." The elder and the barber (I wish I knew his name) was silent; but after a brief pause, the gentleman in black smiled sweetly, and showed me his ivory teeth as he said, "Yes, one of *beauty*; but it does not say he must not have more than one." I collapsed for the time being. The case of the Levirate Elder Burton thought rather in favor of polygamy than against it, as it was scarcely probable all the seven brothers were bachelors. I asked him when and how he thought polygamy died out, and he said in the first century of Christianity, and through the corrupt example of Rome, where monogamy and its attendant evils prevailed. In reference to the extent of practical polygamy in Utah, they told me that scarcely one-tenth of the people availed themselves of it, though fully holding the doctrine. "That doctrine," said Elder Burton, "is due, not to the cause generally supposed, but simply to the desire to raise up a righteous seed, and also to provide for the excess of females over males, which is Nature's own argument in favor of polygamy. Were the low motive usually assigned the real one, polygamy would be the most expensive way of carrying it out." I assented to that, and also to the terrible prevalence of what is technically termed the "social evil" in monogamic countries. "Indeed," added the elder, "if concupiscence be the object of marriage, we consider the person so contracting it to be in danger of condemnation. We hand such a man over to the devil."

Then it was that I asked the most delicate question of all, which I felt I must ask or die. Did either of the gentlemen I had the honor of addressing enjoy a plurality of domestic bliss? The elder was silent; the resplendent gentleman in black answered tersely, but the barber, with an air of triumph, replied that he had two establishments, and a very large family in each. "In Utah, sir, a man is proud to say he has a large number of children. He is ashamed to say the reverse." "And the blessing of the Lord," rejoined the elder, "rests on the saints in proportion to the largeness of their families." I could not help thinking of a story Mr. Henry Russell used to tell before he sang "A good time coming." He was singing it once, and when he came to the verse

Every child shall be a stay,
Toiling his right arm stronger;
The happier he the more he has—
Wait a little longer!

a working man got up and interrupted the performance by saying, "I beg your pardon, Mr. Russell, but could you give one some idea of *when* this is likely to take place?" Evidently that gentleman had a quiver full, which would have secured him favor both human and divine in Utah.

From this we passed to general topics, most of which I found pretty well covered by the pamphlet I purchased at Limehouse, namely, "The Rise, Progress, and Travels (*sic*) of the Church of Jesus Christ of the Latter-day Saints, including the Revelation on Celestial Marriage." In the latter I find a distinct revelation appertaining to Emma Smith, the first wife of the saintly Joseph. She was to "receive all that should be given to my servant Joseph," and "mine handmaid Emma Smith was to abide and cleave unto my servant Joseph, and to none else." I insinuated in the politest manner, that it might be very nice for Joseph, but did Emma, as a rule, like it? How did the ladies stand the practice of plurality? Well, said the elder, they had their "little feelings," but then they were educated up to it. The barber was silent; and I could not repress an irreverent thought as to whether he ever had his hair combed by either of his dual belongings. There were fewer cases for the divorce court in Utah than in monogamic countries, I was informed. In fact, the Salt Lake country was a polygamous paradise, if all were true. There were 70,000 square miles of territory, with 113,000 population. That was indeed a contrast to our crowded acres in England. "And as for religious toleration, why, if you or any other minister, no matter of what body, were to come to Salt Lake City, we would give you a hall with an audience of 10,000 or 12,000, and the finest organ in the world, with leave to have what service you liked, and to preach to the people as you liked." "Well, I'll think it over," I said, as I rose to go. "But I don't think you will do much good if you do preach," said the gentleman in black, "I quite agreed with him, and told him so. As a recognition of his special abilities, I tossed him my hat, and he did break ground at the West end of town; whereupon, and only for one moment he waxed warm, and said, "Will you find me a respectable public hall where I can break ground? I have tried for three years, and cannot find a place." This, he said, was religious toleration in England. I really was surprised at this, for I should have thought anybody could get a hall in London—for a consideration."—*London Daily Telegraph, Nov. 21.*

MINING STOCKS.

AFTERNOON BOARD.

San Francisco, Dec. 17.

155 M Valley, 13⅛; 13⅛ a 3; 13⅛ b 30; 13⅛; 13⅛ b 10
185 Raymond & Ely, 53; 51; 10⅛; 50; 50⅛; 50
[illegible]
Ophir, 9⅞ b 5; 9⅞ b 10; 9⅞ b 15; 9⅞ b 30
Mono, 3⅞
Pioche, 20
1200 Page & F., 8; 8 a 30; 8⅝ a 30
1170 American Flag, 4; 3⅞; 3; 3⅞; 3⅞; 4⅝ b 30
260 S Peak, 1⅞ a 2⅛
20 Bowery, 1⅛
[illegible]
Gen Belmont, 2⅞ a 2⅞
Chf Hill, 1⅛ a 1⅛
Howard, 1⅛; 1⅛; 1⅛
Kentucky, 20
Gen Belmont, 2⅞ a 2⅞
Rye Patch, 10½; 10½; 10½ a 10½; b 30; a 11⅛; b 30; 10½
1560 Eldorado South, 6½; 7; 6½; 6½; 7; b 30; 6⅞
[illegible]
Belcher G V, 17½; 17
Pacific, 2⅛; 2⅛
Imperial, 2⅞; 2⅞
Chariot Hill, 7; b 30; 7
Crown Point, 1⅞
Wide West, 20
Mahogany, 1⅛ a 1⅛; a 30
Gold Hill Con, 1⅛; 1⅛
Empire Lodge, 5; 5⅞

ALL KINDS of Order, Receipt and Certificate Books printed and

Post Office Department,
WASHINGTON,
October 1, 1872.

PROPOSALS will be received at the Contract Office of this Department until 3 p.m. of February 2, 1874, (to be decided on or before March 2, 1874,) for conveying the mails of the United States in the Territory of

UTAH,

From July 1, 1873, to June 3, 1878,

On the routes and by the schedules of departures and arrivals herein specified; being routes established at third session of 41st Congress, and first session of 42d Congress, and others.

(Examine carefully the forms and instructions annexed.)

An Act of Congress of June 8, 1872, requires that bids of $5,000 and upwards be accompanied by a certified check or draft equal to five per cent. of the bid.

UTAH.

41101 From Salt Lake City, by Lake Point, Tooele Station, and Jacob City, to Ophir, 32 miles and back, six times a week.
Leave Salt Lake City daily, except Sunday, at 6 a m;
Arrive at Ophir next days by 4 p m.
Leave Ophir daily, except Sunday, at 7 a m;
Arrive at Salt Lake City next days by 4 p m.

41102 From Salt Lake City to Bingham Canyon, 30 miles and back, three times a week.
Leave Salt Lake City Tuesday, Thursday, and Saturday at 7 a m;
Arrive at Bingham Canyon by 3 p m;
Leave Bingham Canyon Monday, Wednesday, and Friday at 10 a m;
Arrive at Salt Lake City by 6 p m.

41103 From Salt Lake City, by Paper Mill and Parley's Park, to Wanship, 35 miles and back, three times a week.
Leave Salt Lake City Monday, Wednesday, and Friday at 9 a m;
Arrive at Wanship by 7 p m;
Leave Wanship Tuesday, Thursday, and Saturday at 6 a m;
Arrive at Salt Lake City by 4.30 p m.

41104 From Salt Lake City, by West Section, to Herriman, 20 miles and back, once a week.
Leave Salt Lake City Thursday at 6 a m;
Arrive at Herriman by 12 m;
Leave Herriman Thursday at 1 p m;
Arrive at Salt Lake City by 7 p m.

41105 From Salt Lake City, by Granite City, to Alta, 27 miles and back, three times a week.
Leave Salt Lake City Monday, Wednesday, and Friday at 7 a. m;
Arrive at Alta by 4 p. m;
Leave Alta Tuesday, Thursday, and Saturday at 7 a m;
Arrive at Salt Lake City by 4 p m.

41106 From Tooele to Grantsville, 11 miles and back, once a week.
Leave Tooele Friday at 4.30 p m;
Arrive at Grantsville by 7 p m;
Leave Grantsville Friday at 1 p m;
Arrive at Tooele by 4 p m.

41107 From Ophir, by Lewiston and Camp Floyd (n. o.), to Fairfield, 15 miles and back, once a week.
Leave Ophir Monday at 7 a m;
Arrive at Fairfield by 12 m;
Leave Fairfield Monday at 1 p m;
Arrive at Ophir by 6 p m.

41108 From Lehi City, by American Fork, Pleasant Grove, Provo City, Springville, Spanish Fork, Salem, Payson, Spring Lake, Santaquin, Mona, Salt Creek, Levan, Chicken Creek, Scipio, Holden, Fillmore City, Meadow, Kanosh, Cove Creek, Beaver, Adamsville, Minersville, and Panaca, to Pioche (New), 336 miles and back, six times a week.
Leave Lehi City daily, except Sunday, at 8 a m;
Arrive at Pioche in four days;
Leave Pioche daily, except Sunday, at 8 a m;
Arrive at Lehi City in four days.
New service.

41109 From Lehi City, by Cedar Valley, Fairfield, and Homansville, to Eureka, 50 miles and back, three times a week.
Leave Lehi City, Monday, Wednesday, and Friday at 6 a m;
Arrive at Eureka next days by 12 m;
Leave Eureka, Tuesday, Thursday, and Saturday at 1 p m;
Arrive at Lehi City next days by 7 p m.

41110 From Alpine City to American Fork, 6 miles and back, once a week;
Leave Alpine City Thursday at 1 p m;
Arrive at American Fork by 2 p m;
Leave American Fork Thursday 3.30 p m;
Arrive at Alpine City by 5.30 p m.

41111 From Provo City, by Midway, Heber, Kamas, Coalville, Rockport, Wanship, and Coalville, to Echo City, 19 miles and back, twice a week.
Leave Provo City Monday and Friday at 6 a m;
Arrive at Echo City next days by 6 p m;
Leave Echo City Wednesday and Thursday at 6 a m;
Arrive at Provo City next days by 6 p m.

41112 From Payson, by Goshen, Diamond, and Silver City, to Eureka, 35 miles and back, three times a week.
Leave Payson Monday, Wednesday, and Friday at 6 a m;
Arrive at Eureka by 6 p m;
Leave Eureka Tuesday, Thursday, and Saturday at 7 a m;
Arrive at Payson by 6 p m.

41113 From Salt Creek, by Fountain Green, Fairview, Mount Pleasant, Moroni, Spring City, Ephraim, Manti, Gunnison, Salina, Glenwood, Rich Sid, Inverury, and Monroe, to Bullion, 145 miles and back, three time a week.
Leave Salt Creek Monday, Wednesday and Friday at 6 a m;
Arrive at Bullion next days by 7 p m;
Leave Bullion Monday, Wednesday, and Friday at 6 a m;
Arrive at Salt Creek next days by 7 p m.
New service.

41114 From Bullion, by Marysville, Panguitch, Hillsdale, Glendale, and Mount Carmel, to Shonesburgh, 125 miles and back, once a week.
Leave Bullion Monday at 6 a m;
Arrive at Shonesburgh Wednesday by 6 p m;
Leave Shonesburgh Thursday at 6 a m;
Arrive at Bullion Saturday by 6 p m.

41115 From Holden to Deseret, 25 miles and back, once a week.
Leave Holden Monday at 8 a m
Arrive at Deseret by 5 p m;
Leave Deseret Tuesday at 6 a m;
Arrive at Holden by 4 p m.

41116 From Beaver, by Paragonah, Parowan, Summit, Cedar City, Hamilton's Fort, Kanarraville, New Harmony, Bellevue, Toquerville, Leeds, Harrisburgh, and Washington, to St. George, 125 miles and back, three times a week.
Leave Beaver Monday, Wednesday, and Friday at 6 a m;
Arrive at St. George next days at 7 p m;
Leave St. George Monday, Wednesday and Friday at 6 a m;
Arrive at Beaver next days at 7 p m.
New service.

41117 From Cedar City, by Iron City, Pinto, Leach's Stage Station, and Clover Valley (N. W.), to Panaca, 144 miles and back, once a week.
Leave Cedar City Monday at 6 a m;
Arrive at Panaca Wednesday by 6 p m;
Leave Panaca Thursday at 6 a m;
Arrive at Cedar City Saturday by 6 p m.

41118 From Toquerville, by Virgin City, Duncan's Retreat, Grafton, Rockville, Springdale, Shoesburgh, Winsor, and Kanab, to Johnson, 58 miles and back, once a week.
Leave Toquerville Monday at 6 a m;
Arrive at Johnson next day by 7 p m;
Leave Johnson Wednesday at 6 a m;
Arrive at Toquerville next day by 7 p m.

41119 From St. George, by Pine Valley, to Pinto, 46 miles and back, once a week.
Leave St. George Monday 6 a m;
Arrive at Pinto by 7 p m;
Leave Pinto Tuesday at 6 a m;
Arrive at St. George by 7 p m.

41120 From Fayette to Gunnison, 6 miles and back, once a week.
Leave Fayette Monday at 10 a m;
Arrive at Gunnison by 12 m;
Leave Gunnison Monday at 1 p m;
Arrive at Fayette by 3 p m.

41121 From Ogden City, by Eden, to Huntsville, 15 miles and back, twice a week.
Leave Ogden City Wednesday and Saturday at 8 a m;
Arrive at Huntsville by 12 m;
Leave Huntsville Wednesday and Saturday at 13.15 a m;
Arrive at Ogden City by 4 p m.

41122 From Ogden City, by Harrville, to North Ogden, 10 miles and back, twice a week.
Leave Ogden Monday and Thursday at 8 a m;
Arrive at North Ogden by 5 p m;
Leave North Ogden Monday and Thursday at 11 a m;
Arrive at Ogden City by 1 p m.

41123 From Ogden City, by Lynne and Slaterville, to Plain City, 20 miles and back, twice a week.
Leave Ogden City Tuesday and Friday at 8 a m;
Arrive at Plain City by 7 p m;
Leave Plain City Tuesday and Friday at 12 m;
Arrive at Ogden City by 3 p m.

41124 From Ogden City, by Liberty, to Hooper, 14 miles and back, twice a week.
Leave Ogden City Wednesday and Saturday at 8 a m;
Arrive at Hooper by 12 m;
Leave Hooper Wednesday and Saturday at 1 p m;
Arrive at Ogden City by 5 p m.

41125 From Corinne, by Bear River City (Idaho), Dalton, Ross Fork, Fort Hall, Corbett's Station, Eagle Rock, Market Lake, Virginia (North Point of Rocky Gallery's, Gravford, Silver Star, Fall Creek, Iron Belt, to Ashton, White Hall, Bottle Valley, Jefferson City, and Clancey, to Helena, 600 miles and back, daily.
Summer schedule 314 days. Winter schedule 51 days.
Present pay, $61,800.

41126 From Brigham Station, by Brigham City, Peter Daily, to Brigham City, 3¼ miles, and three times a week the station, by a schedule satisfactory to the postmaster at Brigham City.

41127 From Wellsville to Mendon, 6 miles and back, three times a week.
Leave Wellsville Monday, Wednesday, and Friday at 8 p m;
Arrive at Mendon by 10 a m;
Leave Mendon Tuesday, Wednesday, and Friday at 1 p m;
Arrive at Wellsville by 8 a m.

41128 From Logan, by Providence, Millville and Hyrum, to Paradise, 12 miles and back, three times a week.
Leave Logan Tuesday, Thursday, and Saturday at 8 a m;
Arrive at Paradise by 10 a m;
Leave Paradise Tuesday, Thursday, and Saturday at 1 p m;
Arrive at Logan by 3 p m.

41129 From St. George, by Hyde Park, Smithfield, Franklin, Preston, Dayton, and Richmond, to Franklin, 75 miles and back, six times a week.
Leave St. George Monday, Wednesday, and Friday at 6 a m;
Arrive at Franklin by 12 m;

41130 From Logan, by Newton, Clarkston, Mammoth and Milton (Idaho), to Oxford (Idaho), 2 miles and back, twice a week.
Leave Logan Tuesday and Friday at 6 a m;
Arrive at Logan by 6 p m.

41131 From Kelton, by Dry Creek (Idaho), Indian Creek, Boise City, Middleton, Falk's Store, Payette Store, Payettville, Ruhard Ranch (Oregon), Baker City, Pondleton, La Grande, Grodell, Cayuse, Weston, Milton, Walla Walla, Pomeroy, Meadowville, Umatilla, Scott's, and Spanish Hollow, to the Dalles, 750 miles and back, seven times a week.
Summer schedule:
Leave Kelton daily at 4 a m;
Arrive at The Dalles in six days;
Leave The Dalles daily at 4 a m;
Arrive at Kelton in six days.
Winter schedule:
Leave Kelton daily at 4 a m;
Arrive at The Dalles in eight days;
Leave The Dalles daily at 7 a m;
Arrive at Kelton in eight days.
Present pay, $221,000 per annum.

41132 From Evanston (Wyo.), by Woodruff (Utah), Randolph, Laketown, Swan Creek (n. o.), Fish Haven (Idaho), St. Charles, Bloomington, Harris, Bridgeville, Montpelier, and Georgetown, to Soda Springs, 200 miles and back, one a week.
Leave Evanston Monday at 6 a m;
Arrive at Soda Springs Wednesday by 7 p m;
Leave Soda Springs Thursday at 6 a m;
Arrive at Evanston Saturday by 7 p m.

FORM OF PROPOSAL, GUARANTEE AND CERTIFICATE.

Proposal.

The undersigned ——, where post-office address is ——, county of ——, State of ——, proposes to convey the mails of the United States, from July 1, 1873, to June 30, 1878, on route No. ——, between —— and ——, under the advertisement of the Postmaster General, dated October 1, 1872, "with celerity, certainty and security" (law of June 8, 1872), for the annual sum of —— dollars.

This proposal is made with full knowledge of the distance of the route, the weight of the mail to be carried, and all other particulars in reference to the route and service; and, also, after careful examination of the laws and instructions attached, to advertisement of mail service; and of the provisions contained in the act of Congress of June 8, 1872.

Dated ——, Bidder.

Guarantee.

The undersigned, residing at ——, State of ——, undertake that, if the foregoing bid for carrying the mail on route No. —— be accepted by the Postmaster General, the bidder will, prior to the 1st of June, 1873, enter into the required obligation or contract to perform the service proposed, with good and sufficient sureties.

This we do, understanding distinctly the obligations and liabilities assumed by guarantors.

Dated ——

Certificate.

The undersigned, postmaster at ——, State of ——, certify, UNDER MY SEAL OF OFFICE, that he is acquainted with the above guarantors, and knows them to be men of property, and able to make good their guarantees; that bidder and guarantors are above the age of 21 years.

Bids of $5,000 and upward must be accompanied by a certified check, or draft, on some solvent national bank, equal to 5 per centum on the amount annually payable for the service in case of new service, not less than 5 per centum of one year's pay proposed in bid.—(Section 253, Act of June 8, 1872.)

The Postmaster must not sign the certificate until the sum of the bid is inserted and the bid and guarantee signed by all the parties, and dated.

OATH REQUIRED BY SECTION 246 OF AN ACT OF CONGRESS APPROVED JUNE 8, 1872, TO BE AFFIXED TO BIDS FOR CARRYING THE MAIL, AND TO BE TAKEN BEFORE AN OFFICER QUALIFIED TO ADMINISTER OATHS.

I, ——, of ——, bidder for conveying the mail on route No. ——, from ——, do swear that I have the ability properly to fulfill my obligation as such bidder; that my bid is made in good faith, and with the intention to enter into contract and perform the service in case said bid shall be accepted; and that the signatures of the guarantors thereto are genuine, and that I believe the said guarantors to be pecuniarly responsible for and able to pay all damages the United States shall suffer by reason of my failing to perform my obligations as such bidder.

Sworn to and subscribed before me —— for the —— of this —— day of ——, A. D. 187 , and in testimony thereof I hereunto subscribe my name and affix my official seal the day and year aforesaid. [SEAL.]

NOTE.—If but the oath is taken before a justice of the peace, the certificate of the clerk of a court of record shall be added, under his seal of office, that the person who administered the oath is a duly qualified justice of the peace.

INSTRUCTIONS TO BIDDERS AND POSTMASTERS;

Containing also conditions to be incorporated in the contracts to the extent the Department may deem proper.

1. Seven minutes are allowed to each intermediate office, when not otherwise specified, for assorting the mails.

2. On routes where the mode of conveyance is not specified, it is the sense of the Post Office Department, also post office blanks, mail bags, locks and keys, are to be covered without extra charge.

3. "Way bills" or receipts, prepared by postmasters or other agents of the Department, will accompany the mails, specifying the number and destination of the several bags, to be examined by the postmasters, to insure regularity in the delivery of bags and pouches.

4. No pay will be made for trips not performed; and for each of such omissions, if the failure be occasioned by the fault of the contractor or carrier, three times the pay of the trip will be deducted. For arrivals so far behind time as to break connection with depending mails, and not sufficiently excused, one-fourth of the compensation for the trip is subject to forfeiture. For repeated delinquencies of the kind, herein specified, suitable fines, proportioned to the matters thereof, and the importance of the mail, may be made.

5. Such leaving behind or throwing off the mails, or any portion of them, for the admission of passengers, or for being concerned in selling up or running an express conveying intelligence in advance of the mail, a quarter's pay may be deducted.

6. Fines will be imposed, unless the delinquency be promptly and satisfactorily explained by certificates of postmasters or the affidavits of other credible persons, for failing to arrive in contract time; for neglecting to take the mail from, or deliver it to, a post office; for suffering it to be wet, injured, destroyed, robbed, or lost; and for refusing, after demand, to convey the mail as frequently as the contractor runs, or is concerned in running, a coach, car, or steamboat on a route.

7. The Postmaster General may annul the contract for repeated failures to run agreeably to contract; for violating the post office laws, or laboring the interests of the Department; for refusing to discharge a carrier when required by the Department to do so; for refusing to express as aforesaid; or for transporting persons or packages conveying mailable matter out of the mail.

8. The Postmaster General may discontinue or extend a contract, change the schedule and terminal of a route, and alter, increase, decrease, or extend the service, in accordance with law, be allowing a pro rata increase of compensation for any additional service thereby required, or for increased speed, if the employment of additional stock or carriers is rendered necessary; and in case of decrease, curtailment, or discontinuance of service, as a full indemnity to said contractor, one month's extra pay on the amount of service dispensed with, and a pro rata compensation for the service retained. *Provided, however,* that if the service be curtailed, the contractor may, upon timely notice, withdraw his contract.

9. Payments will be made by collectors, drafts, checks, or in specie, as may be wise, after the expiration of each quarter—say in November, February, May, and August, provided that required evidence of service has been received.

10. The distances given are believed to be substantially correct, but no allowance will be allowed should they be greater than advertised, if the points to be supplied are correctly stated. *Bidders must inform themselves on this point,* and also reference to the weight of the mail, the condition of hills, roads, streams, &c., and all taxes, tolls, turnpike, plank-road, ferry, and other charges of any kind by which expense may be incurred. No allowance for additional pay, based on such grounds, will be allowed; nor for alleged mistakes or misapprehension as to the degree of service; nor for bridges destroyed, ferries discontinued, or other obstructions causing or increasing distance or expense occurring during the contract term. Offices established after the advertisement is issued, and also those the contract term, are to be visited without extra pay, if the distance be not increased.

11. Bidders are cautioned to mail their proposals in time to reach the Department by the day and hour named (3 p.m., Feb. 2, 1874), as bids received after that time will not be considered in competition with bids, of reasonable amount, received in time. Neither can bids be considered which are without the guarantee signed by two sureties, and the oath of the bidder according to section 246, act of June 8, 1872.

12. Bidders should first prepare for service strictly according to the advertisement, and then, if they desire, separately for different service; and if the regular bid be the lowest offered for the service described, the other propositions may be considered.

13. There should be but one route bid for in a proposal. Consolidated or combination bids (proposing one sum for two or more routes) cannot be considered.

14. The route, the service, the yearly pay, the name and residence of the bidder (that is, his usual post-office address), and the name of each member of a firm, or the company officers, should be distinctly stated.

15. Bidders are requested to use, as far as practicable, the printed proposals furnished by the Department, to write out in full the sum of their bids, and to retain copies of them.

Altered bids should not be submitted; nor should bids be made for the purpose of withdrawing a good bid. Any bid may be withdrawn, if the withdrawal be received before bids will be allowed which shall have been received twenty-four hours previous to the time fixed for opening the proposals.

Each bid must be signed by two responsible persons, in addition to the bidder. Bids should be signed plainly with the full name of each person.

The Postmaster General reserves the right to reject any bid which may be deemed of extravagant; and also to disregard the offer of any bidder who shall have failed to perform faithfully former contracts.—(Act of June 8, 1872, section 246.)

16. The bid should be sealed, superscribed "Bid for route No. ——," and addressed "Third Assistant Postmaster General, Contract Office." Bids of $5,000 per annum, or less, should be accompanied by a certified check, or draft, on some solvent national bank, equal to 5 per cent. of the annual pay, if for a term of years; for more $5,000, or more for a year, or less than the present pay in $5,000 or more, it is stated in the advertisement under the appropriate heading.

17. The contractors are to be annoyed and required to deal courteously by all persons, and to carry the mail with the utmost care and safety, and to use all diligence in the speedy delivery of the mail in case of accidents to the stage by which it is being carried.

Transfers of contracts, or of interest in contracts, are forbidden by law, and conceded to be fraudulent. Neither can bids, or interest in bids, be transferred or assigned to other parties. Bidders will therefore understand they will be expected to perform the service awarded to them through its term without transfer.

18. Section 249 of the act of June 8, 1872, provides that contracts for the transportation of the mail shall be "awarded to the lowest bidder tendering sufficient guarantees for faithful performance, without other reference to the mode of such transportation than may be necessary to provide for the due celerity, certainty and security thereof." Under this law bids that propose to transport the mails with "*celerity, certainty and security,*" *having been decided to be the only legal bids, are construed as providing for the entire mail, however large, and whatever may be the mode of conveyance necessary to insure its "celerity, certainty and security," and have the preference over* bids for less than the entire mail, or for other modes of conveyance than are considered, except for steamboat routes.

19. A modification of a bid in any of its essential terms is tantamount to a new bid, and cannot be received, so as to interfere with regular competition. Making a new bid, with guarantee and certificate, is the only way to modify a previous bid.

20. Postmasters are to be careful not to certify to the sufficiency of guarantors without knowing that they are persons of sufficient responsibility. (See section 247, act of June 8, 1872.) They must not sign the certificate until the sum of the bid is inserted, and the bid and guarantee are signed by the bidder and (two) guarantors; *a violation of this instruction by postmasters will subject them to immediate removal and severe penalties.*

Postmasters are also liable to dismissal from office for acting as agents of contractors or bidders, with or without compensation, in any business matter, or taking relating to the mail service. They are the trusted agents of the Department and cannot consistently act in both capacities.

21. All bidders, guarantors, and sureties are distinctly notified that on a failure to enter into or perform the contracts for the service proposed for in the accepted bids, their legal liabilities will be enforced against them.

22. Present contractors, and persons known at the Department, must, equally with others, procure guarantors and certificates of their sufficiency substantially in the forms above prescribed. The certificate of sufficiency must be signed by a postmaster.

23. In all cases where the routes are not fully supplied with the necessary locks and pouches, it is the duty of the postmaster at the head of the route to notify the fact on the Contract Office of this Department for such locks and pouches before 1st July next, provided the route is let.

JNO. A. J. CRESWELL,
Postmaster General.

VICTORY! VICTORY!!
—:o:—
THE
WILSON
Sewing
MACHINE
TAKES
Five Medals
AT THE
WORLD'S FAIR at VIENNA.

Three separate dispatches from Vienna combine to dispel all doubt as to what sewing machine has won the first honors of the great Exposition. The first was a special to the New York press on Monday, and was as follows:

VIENNA, August 15, 1873.

The Wilson shuttle sewing machine has awarded the grand prize at the Vienna Exposition for being the best sewing machine.
RAYNOR.

The second was the regular Associated Press report, compiled from a long special to the New York *Herald*, in which the "Wilson Sewing Machine of Cleveland, Ohio," was named as among the exhibitors which received "gold medals for merit," the highest class of premiums awarded at the Exposition.

The third was a private cable telegram received yesterday from Vienna by Mr. Wilson himself, which was as follows:

VIENNA, August 19.

You have received two medals—two for merit and three co-operative.

The meaning of this is then explained to be that the Wilson Machine has received the gold medal *as the best sewing machine*, and a second gold medal as the machine best manufactured—that is, embodying the best mechanical workmanship. Besides these, a special medal was given for excellence of workmanship on the machine another for the best sewing on leather, done by the Wilson, and the other medal for best samples of family sewing and embroidery, done on the Wilson machine.

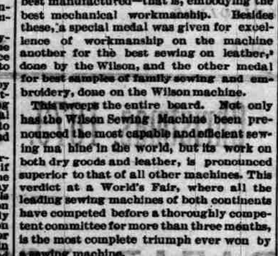
This sweeps the entire board. Not only has the Wilson Sewing Machine been pronounced the most capable and efficient sewing machine in the world, but its work on both dry goods and leather, is pronounced superior to that of all other machines. This verdict at a World's Fair, where all the leading sewing machines of both continents have competed before a thoroughly competent committee for more than three months, is the most complete triumph ever won by a sewing machine.

The above is taken from the Cleveland *Leader*, of August 20.

FOR SALE $20.00 CHEAPER
Than any other First Class Machine, and can be obtained for a few dollars paid Monthly. Address Warren
CALDER & CARELESS,
Sole Agents for Utah.
d235 1m w31 1m

O. L. ELIASON,
Practical Watchmaker,
First South St., East of DESERET BANK,
Keeps a Full Assortment of
Elgin Watches
IN GOLD AND SILVER CASES, GUARANTED TIME TIMEKEEPERS, AT FACTORY PRICES.
Watches Made to Order with my own New and Improved
PATENT ATTACHMENTS.
CHRONOMETERS, WATCHES, CLOCKS, &c., REPAIRED AND ADJUSTED AND WORK GUARANTEED.
MY STOCK OF JEWELRY has been selected with great care and is of Good quality, and upon honor at prices that cannot fail to give satisfaction. d211 1y

CHOICE SHEEP FOR SALE
At President Brigham Young's Farm, Cache Valley.
THREE COTSWOLD YEARLING BUCKS,
TWENTY COTSWOLD LAMBS, Bucks,
THIRTY-FIVE MERINO, Bucks,
Yearlings and two years old.
Apply to Samuel Holt, on the premises.
Salt Lake City, Oct. 7, 1873. d269 tf

DR. PRICE'S
SPECIAL FLAVORINGS.


VANILLA, LEMON, ETC.,
For Flavoring Ice Cream, Cakes and Pastry.
With great care, by a new process, we extract from the *true*, select *Fruits* and Aromatics, each characteristic flavor, and produce *Flavorings of rare excellence. Of great strength and perfect purity. No poisonous oils. Every flavor is represented. No dead-beat bottle full measure, holding one-half more than others purporting to hold same quantity. Use them once, will use no other. The most delicate, delicious flavors ever made.* So superior to the cheap extracts. Ask for Dr. Price's Special Flavorings. Manufactured only by
STERLING & PRICE,
Depots, CHICAGO and ST. LOUIS.

PHILADELPHIA TRADE.
MAKE YOUR CHILDREN HAPPY
BY BUYING THEM A PAIR OF
S. D. SOLLERS & CO'S CELEBRATED TINE SHOES.
THEIR styles are always the latest, consisting of the largest variety made in Philadelphia. They will fit better, look prettier, wear longer and give more satisfaction than any other make, besides they will not hurt the foot. A large and complete assortment can be found, both Wholesale and Retail, at Z. C. M. I. and all its branches throughout the Territory, also at all other first-class stores. Do not fail to ask for a pair of our Shoes. See that they are stamped on the Sole.
S. D. SOLLERS & CO., Philadelphia.
P.S.—We stamp every pair. None genuine unless they have our name on them. d273m

ST. LOUIS TRADE.
Appleton, Noyes & Co.,
525 Main St., & 110 Washington Ave.,
ST. LOUIS, MO.
WHOLESALE DEALERS IN
BOOTS AND SHOES,
Manufacturers of the celebrated
ST. LOUIS CUSTOM BOOTS:
EVERY PAIR WARRANTED. d268 1y

CHICAGO TRADE.
VanSchaack, Stevenson & Reid
WHOLESALE DRUGGISTS,

93 and 94 LAKE STREET.
(CORNER DEARBORN,)
CHICAGO.
d56 1y

CINCINNATI TRADE.
Grand Medal of Merit!
VIENNA WORLD'S FAIR, 1873,
AWARDED TO THE
MONITOR

COOKING STOVES
FOR COAL AND WOOD.
The Best Bituminous Coal Cooking Stove in the World.
THE MONITOR has gained a far-famed reputation. No higher encomium can be bestowed upon a Cooking Stove than to say that every house-wife who uses it speaks in its praise and recommends it to her neighbors and friends, for economy, cleanliness and reliability in all its operations.
34,587 MONITORS NOW IN USE.
ALSO THE CELEBRATED
SANTA CLAUS COOKING STOVE,
For Coal and Wood, WHICH HAS SUCH A DEMAND ALL THROUGH THE TERRITORY, FOR BEAUTY AND EXCELLENCE, CANNOT BE SURPASSED.
All our STOVES are kept For Sale by Z. C. M. I. and all its Branch Stores; also by all the Co-operative Stores in the Territory.
MANUFACTURED BY
Wm. RESOR & Co., Cincinnati, O.
d248 w50 w52 6m eu

Pioneer Furniture Store!
Having just completed my large three storey Brick Building I am now fully prepared to do a
WHOLESALE
AS WELL AS A
RETAIL BUSINESS.
Dealers will find it to their advantage to call and examine my
Large and Well Assorted
STOCK OF
FURNITURE
AND
Upholstery Work!
Wove Wire and other
PATENT MATTRESSES
A SPECIALTY!
H. DINWOODEY.

FURNITURE
In consequence of the scarcity of money and having a large stock of
FURNITURE
ON HAND
I will sell any of my goods—which are first class—during the
Next Thirty Days,
At Eastern COST and FREIGHT.
Call and see me for bargains
J. M. JOELSON.
Dock

KOUNTZE BROS., BANKERS,
No. 12 Wall St., NEW YORK.
Allow interest at the rate of Four per cent. upon daily balances of Gold and Currency.
Receive assignments of Gold, Silver and Lead Bullion, and make Cash advances thereon.
Invite Correspondence from Bankers, Merchants and others.

GROCERIES
CHEAP FOR
Cash
AT
G. F. CULMER & CO'S
Prices Guaranteed Satisfactory.
Plate Glass.

RAILROADS.

C. P. R. R.

ON AND AFTER MONDAY, SEPT. 22th, 1873, Trains will leave OGDEN daily, as follows:

5.50 p.m. Passenger Train for Sacramento and San Francisco.
5.55 p.m. Freight Train for Sacramento and San Francisco.

T. H. GOODMAN,
Gen'l Passenger and Ticket Agent.

A. N. TOWNE,
Gen'l Sup't.

GEO. R. RICE,
Agent, Salt Lake City.

Office with Marshall & Carter, over W. F. & Co's Bank.

U. P. R. R.

UNTIL further notice trains will leave and arrive at Ogden daily as follows:

LEAVE.
Daily Express.....5.30 a.m.
Mixed.....6.30 p.m.
Freight.....10.30 a.m.

ARRIVE.
Daily Express.....5.10 p.m.
Mixed.....8.35 p.m.
Freight.....8.10 a.m.

Daily connections meet at Ogden with Utah Central Pacific road from Salt Lake City and all points in Southern Utah.

At Bryan with stages for Sweetwater mines.

At Cheyenne with Denver Pacific road for Denver, Central City, Georgetown and all points in Colorado and New Mexico.

At Omaha with Chicago and Northwestern, Chicago, Rock Island and Pacific, Burlington and Mo. River, 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 office of Wells, Fargo & Co., East Temple street, and at the office of Utah Central Railroad, in Salt Lake City; also at Union Pacific Railroad Ticket Office in Ogden, at which office berths on sleeping cars can be secured.

Arrangements have been made whereby passengers desiring to visit Denver can their way East can avail themselves of an excursion rate from Cheyenne to Denver and return at greatly reduced rates.

For particulars and all information in regard to passage, apply at ticket offices.

Passengers should be careful to secure their passage tickets to all Eastern and Southern points via Omaha, and thus avail themselves of the advantages of a through sleeping car, comfortable accommodations and quick time.

THOS. L. KIMBALL,
Gen'l Ticket Agent.
T. E. SICKELS, Chief Eng'r and Supt. d274

Through Cars to Washington City

On and after Nov. 1st, 1873,

THE

PITTSBURG,

FORT WAYNE

AND

Pennsylvania Railroad

Will run the Celebrated

PULLMAN PALACE CARS

FROM

Chicago to Baltimore

AND

WASHINGTON CITY,

Without Change!

Leaving Chicago Daily at 5:15 p.m