THE EVENING NEWS.

Friday, November 5, 1869.

LOCAL AND OTHER MATTERS.

MEETING OF HIGH COUNCIL POSTPONED.—The meeting of the High Council, called for to-morrow morning, is postponed until Friday, Nov. 12th, at 10 a.m.

PRESIDENT AND PARTY.—The President and party left Nephi at six o'clock this morning; they will dine at Payson, reach Provo to-night and arrive in this city to-morrow.

THEATRICAL.—Last night "Dot, or the Cricket on the hearth" was well represented, Mrs. Stone playing the title role was very successful. Mr. Lindsay's "John Perrybingle" was enacted in his best style, and, like all brother John's performances, evinced careful study and genuine ability. Mr. Stone, as "Caleb Plummer" was creditable, Miss Annie Ward as "Tilly Slowboy," made the people laugh heartily, but her delineation of the character was overdrawn.

In the farce of the "Secret, or the Hole in the Wall" Mr. Stone had an excellent opportunity, as Thomas, and he kept the folks laughing most heartily.

To-night the great sensation piece, "Baccarat or the Knave of Hearts and Companion of Guilt," will be presented, and all who wish to see one of the best sensation plays ever presented here should attend. The cast is the same as on Thursday evening.

The entertainment will close with the farce entitled "The Tailor of Tamworth."

REDUCTION IN TELEGRAPH TARIFFS—The loud outcry made by the press and people, especially in the West, for a reduction of telegraphic messages, seems to be having a good effect. The Western Union Telegraph Company, whose lines ramify through all parts of the country, to meet the demands of the public, have already made a considerable reduction in their tariffs to all points eastward, and a few day's since, Mark Croxall, Esq., Manager of the Company's office in this city, received from Geo. H. Mumford, Esq., President of the California State Telegraph Company, the reduced tariff on messages sent over their lines to all points westward. Under the new system a ten-word message, sent twenty-five miles, air-line distance, will cost twenty-five cents; fifty miles, thirty-five cents, a hundred miles, fifty cents, and greater distances in proportion.

The following table contains the old and new tariff, coin rates, from this city to the points named;

	Old rate	New rate
San Francisco,	$250	$200
Sacramento,	250	175
Austin, Nev.,	150	100
Virginia, Nev.,	200	150
White Pine,	150	125
Ruby Valley,	150	100
Rush Valley, Utah,	100	50
Promontory, "	100	75
Kelton, "	100	75
Elko, Nev.,	150	100
Reno, "	200	175
Portland, Or.,	400	300
Los Angeles, Cal.,	375	300
Victoria, V. I.,	550	350

FINE DISPLAY AND CHEAP.—We were much gratified at the fine display of house decorating articles displayed in the window of the Eagle Emporium. In fact the ladies are kept ever on the *qui vive* with the constantly new acquisition to the most complete stock of dry goods ever brought to this market, and which are offered at prices equally as low as Chicago or New York—so say our lady friends.

SOUTHERN CONFERENCE.—A telegram per Deseret line, from Saint George, Washington County, states that the semi-annual Conference of the Southern Mission commenced this morning; there was a large concourse of people in attendance.

AT OMAHA.—We learn, through a telegram from Elder G. B. Wallace to President Young, that the missionaries, who left Uintah on the 1st inst., reached Omaha at half-past ten yesterday morning, all well.

OPERATION FOR STONE IN THE BLADDER.—A son of Bro. Geo. Badley, of the 10th Ward, a little lad of five years old, was operated on yesterday for this distressing complaint. The stone removed was one and a fourth inches in length and three-fourths in diameter, and very similar in shape to a pigeon's egg. The operation was performed by Dr. Anderson, assisted by Drs. Fowler, Richards, Tait and Young. The little patient, under the influence of chloroform, slept as calmly as an infant during the trying ordeal.

We understand that this is the third successful operation for lithotomy since the settlement of the Territory, and it is considered one of the most formidable as well as delicate operations the surgeons have to encounter.

MR. O. C. SMITH'S CORRESPONDENCE.—The letter which appears in to-day's NEWS from Mr. O. C. Smith, of Echo, is very timely, and contains some valuable hints to farmers, which we are satisfied they would find it very advantageous if carried out in practice; the farmers of Utah, we think, will stand in the way of their own pecuniary interests, if, in future, they devote their labor and time almost exclusively to raising grain, as has been the case in the past. The change of relations with the east and the west, effected by the completion of the railroad, will be the means of grain being imported into this Territory at cheaper rates than our farmers can afford to raise it. In no part of the Union, and probably in no part of the world, are the labors of the agriculturist of so arduous a character as here; and when all rush into raising grain, almost exclusively, and an abundant yield rewards their toil as is the case this season, the market is glutted with grain and the price falls below living rates; as for the exportation of grain, that is out of the question.

While we can all rejoice in a plentiful supply of bread, produced at home, it would be no small matter of gratulation if the butter and the cheese were produced here in sufficient quantities to meet the home demand. But such is not the case, and with facilities for their production, equal probably to those possessed by the best dairy regions in the country, a large amount of both articles is imported. But while the farmers of Utah can never hope to export grain without heavy loss, Mr. Smith shows that the case would be very different with butter. Hence we feel to urge the hints contained in his letter upon our agriculturalists, believing that the course recommended by him, if adopted, would prove beneficial in a pecuniary sense, to the whole community.

THIRKILL & EARL,

MERCHANT TAILORS,

First South Street,

FIRST DOOR EAST OF NATIONAL HOTEL.

Have just received a splendid assortment of

BEAVERS, BROADCLOTHS,
DOESKINS, FANCY CASSIMERES,
VESTINGS,
Etc., Etc.,

And respectfully solicit a call from all their old friends and customers, and remind them that they are always ready to execute everything pertaining to GENT'S CLOTHING in *The highest degree of Elegance and the First style of Fashion.*

C. THIRKHILL,
M. EARL.

d286-1m

TO GIVE TONE TO THE SYSTEM USE Red Jacket Bitters

H. M. POOLE & Co.,

DRUGGISTS & APOTHECARIES,

Dealers in Toilet and Fancy Goods.

ECHO CITY, UTAH.

Country Stores Furnished with Goods at Reasonable Rates.

d269 3m

WELLS & BARKER,

CUTLERS and GUNSMITHS,

Second South Street, Opposite Faust's Stables Stoves and Cutlery Repaired on short notice Produce taken. d102a3m

FOR AN APPETIZER USE Red Jacket Bitters

d115-6m

CHEAP AND GOOD BOARDING HOUSE

IF you want a comfortable Boarding House, go to the ELEPHANT CORRAL HOUSE, Eighth Ward.

Salt Lake City, Oct. 23, 1869. JAMES ROBBINS, Proprietor.

d285-1m

NOTICE!

JOHN BAUMAN having this day withdrawn from the firm of J. BAUMAN & CO., this is to give notice that the business will hereafter be carried on under the name and style of Bauman & Co.

GEORGE BAUMAN,
WILLIAM D. LEWIS.

Salt Lake City, Nov. 2, 1869. d292-1

CITY CREEK

FOUNDRY

AND

MACHINE SHOP.

THE PROPRIETORS take pleasure in announcing to the citizens of the Territory that they have erected a

A MACHINE SHOP AND FOUNDRY,

North of Pres. Young's premises

In which they have all the facilities of

MACHINERY, IRON And COKE

TO

CAST, TURN AND FIT UP

ALL KINDS OF MACHINERY

DRAWINGS and PATTERNS

ARE MADE AT THE WORKS.

Steam Engines,

AND

MILL WORK

Of every description,

MADE TO ORDER.

BRASS CASTINGS

AND

COPPER SMITHING.

The Foundry will be conducted so that all work will be executed with neatness and dispatch.

TERMS REASONABLE.

d272-tf B. YOUNG & CO.

PRICE LIST

OF

BOOTS, SHOES

AND

LEATHER

Men's Custom Kip Boots.		Pegged,	$6.00
" " " "		Nailed,	6.50
" " Calf	"	Peg'd,	5.00 to 10.00
" " "	"	Sew'd,	7.50 to 18.00
Boy's " Kip	"	Pegg'd	3.50 to 5.00
Mens' " " Shoes,	"		2.00
" " " "	Nailed		2.25
" " Calf	"	Pegged	2.50 to 4.00
" " " "	"	Sewed	3.50 to 5.00
Womens' " " "			2.50 to 8.00
" " Kid and F.	Lasting		4.50 to 8.00
Womens' Eastern Made Shoes			1.50 to 5.00
Mens' " "	Boots		4.00 to 10.00
SOLE LEATHER	-	-	40 cts. per lb.
HARNESS "	-	-	45 " "
BRIDLE "	-	-	50 " "
UPPER "	-	-	$60 to $72 per doz.

Wm. SLOAN & Co.,

SIGN OF "BIG BOOT,"

SALT LAKE CITY.

d267-tf

A PAMPHLET

CONTAINING

Three Discourses

BY

PRESIDENT GEORGE A. SMITH,

AND

ELDERS ORSON PRATT and GEORGE Q. CANNON,

ON

PATRIARCHAL MARRIAGE

DELIVERED

In the New Tabernacle, Salt Lake City, October 7th, 8th and 9th,

WILL BE

FOR SALE

AT THIS OFFICE,

TO-MORROW, (SATURDAY,) 30th INST.

Every Missionary should have a supply.

PRICE 20 Cents Single Copy,

Large reduction made to wholesale buyers.

d289-tf

BLANKS! BLANKS!!

We have for sale at the DESERET NEWS OFFICE *the following*—

STATEMENT BLANKS

For filing before Judges of Probate Courts by owners of Town Lots where the Town Sites have been entered at the U. S. Land Office.

WARRANTEE DEEDS

For the sale of Land.

TRANSFER DEEDS

For the transfer and sale of Claims.

DECLARATORY STATEMENTS

For cases where the Land is not subject to Private Entry.

HOMESTEAD BLANKS.

AFFIDAVITS

Required of Pre-emption Claimants.

OFFICIAL BONDS.

DECLARATIONS of INTENTION.

Certificates of Citizenship.

A large supply always on hand, which we sell at low rates.

Orders by mail will meet with prompt attention

Blanks not enumerated above will be furnished according to order.

d48w

UNITED STATES MAILS.

UTAH.

POST OFFICE DEPARTMENT,
Washington, Sep. 30, 1869.

PROPOSALS will be received at the Contract Office of this Department until 3 p.m of March 1, 1870, for conveying the mails of the United States from July 1, 1870, to June 30, 1874, in the Territory of Utah, on the routes and by the schedules of departures and arrivals herein specified.

Decisions announced by March 14, 1870.

Number

16601 From Salt Lake City, by Big Cottonwood, Union, Draper, Lehi City, American Fork, Pleasant Grove, Provo City, Springville, Payson, Santaquin, Mona, Salt Creek, Chicken Creek, Round Valley, and Holden, to Fillmore City, 150 miles and back; six times a week to Provo City; three times a week the residue.
Leave Provo City Monday, Wednesday and Friday, at 8 a m;
Arrive at Fillmore City Wednesday, Friday and Sunday by 8 a m;
Leave Fillmore City Monday, Wednesday and Friday at 11 p m;
Arrive at Provo City Tuesday, Friday and Sunday by 11 p m;
Leave Salt Lake City daily, except Sunday, at 8 a m;
Arrive at Provo City by 11 p m;
Leave Provo City daily, except Sunday, at 8 a m. Arrive at Salt Lake City by 11 p m;
16602 From Salt Lake City, by West Jordan, 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.
16603 From Brigham City, by Wellsville, Paradise, Hyrum, Millville, Providence, Logan, Hyde Park, Smithfield and Richmond, to Franklin, 55 miles and back, twice a week.
Leave Brigham City Tuesday and Friday at 12 m;
Arrive at Franklin next days by 3 p m;
Leave Franklin Wednesday and Saturday at 3 p m;
Arrive at Brigham City next days by 6 p m.
16604 From Ogden City to Huntsville, 18 miles and back, twice a week.
Leave Ogden City Wednesday and Saturday at 6 a m;
Arrive at Huntsville by 12 m;
Leave Huntsville Wednesday and Saturday at 1 p m;
Arrive at Ogden City by 7 p m.
16605 From Ogden City to North Ogden, 7 miles and back, twice a week.
Leave Ogden City Monday and Thursday at 3 p 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;
16606 From Ogden City, by Lynne and Slatersville, to Plain City, 10 miles and back, twice a week.
Leave Ogden City Tuesday and Friday at 4 p 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.
16607 From Wellsville to Mendon, 6 miles and back, once a week.
Leave Wellsville Monday at 9 a m,
Arrive at Mendon by 12 m;
Leave Mendon Monday at 1 p m;
Arrive at Wellsville by 4 p m.
16608 From Franklin to Soda Springs, 83 miles and back, once a week.
Bidders to propose schedule of departures and arrivals.
16609 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 3 p m;
Leave American Fork Thursday at 3 30 p m
Arrive at Alpine City by 6 p m.
16610 From Salt Creek, by Spanish Fork Cañon, Fountain Green, Fairview, Moroni, Mount Pleasant, Springtown, Ephraim, and Manti, to Gunnison, 87 miles and back, twice a week.
Leave Salt Creek Monday and Wednesday at 6 a m;
Arrive at Gunnison next days by 6 p m;
Leave Gunnison Wednesday and Friday at 6 a m;
Arrive at Salt Creek next days by 6 p m.
16611 From Fillmore City, by Meadow, Kanosh, Beaver, Paragonah, Parowan and Summit, to Cedar City, 125 miles and back, twice a week.
Leave Fillmore City Monday and Thursday at 6 a m;
Arrive at Cedar City Wednesday and Saturday by 8 p m;
Leave Cedar City Thursday and Monday at 6 a m;
Arrive at Fillmore City Saturday and Wednesday by 8 p m.
16612 From Filmore City to Deseret, 30 miles and back, once a week.
Leave Fillmore City Monday at 8 a m;
Arrive at Deseret by 4 p m;
Leave Deseret Tuesday at 8 a m;
Arrive at Fillmore City by 4 p m.
16613 From Cedar City, by Kanarraville, Hebron, Toquerville, Harrisburgh, and Washington, to St. George, 65 miles and back, twice a week.
Leave Cedar City Monday and Thursday at 6 a m;
Arrive at Santa Clara Wednesday and Saturday by 5 p m;
Leave Santa Clara Monday and Thursday at 6 a m;
Arrive at Cedar City Wednesday and Saturday by 6 p m.
16614 From Cedar City, by Pinto, Pine Valley, and Barney, to St. George, 80 miles and back, once a week.
Leave Cedar City Monday at 8 a m;
Arrive at St. George Wednesday by 6 p m;
Leave St George Thursday at 8 a m,
Arrive at Cedar City by 6 p m.
Bids for twice-a-week service invited.
16615 From Toquerville, by Virgin City, Duncan's Retreat, Grafton, and Rockville, to Springdale, 25 miles and back, once a week.
Leave Toquerville Friday at 8 a m;
Arrive at Springdale by 5 p m.
Leave Springdale Saturday at 8 a m;
Arrive at Toquerville by 5 p m.
16616 From Nephi, (local,) by Severe Valley (local) and Fort Gunnison, (local) to St. George, 245 miles and back, once a week.
Leave Nephi Monday at 7 a m;
Arrive at St. George Friday by 7 p m;
Leave St. George Monday at 7 a m;
Arrive at Nephi Friday by 7 p m.
16617 From Logan to Oxford, (local,) 125 miles and back, once a week.
Leave Logan Monday at 7 a m;
Arrive at Oxford by 5 p m;
Leave Oxford Wednesday at 7 a m;
Arrive at Logan by 5 p m.
16618 From Huntsville to Bennington, 20 miles and back, once a week.
Leave Huntsville Monday at 6 a m;
Arrive at Bennington by 12 m;
Leave Bennington Monday at 1 p m;
Arrive at Huntsville by 7 p m.
16619 From Logan to Wexton, (local,) 25 miles and back, once a week.
Leave Logan Monday at 7 a m;
Arrive at Wexton by 5 p m;
16620 From Lehi City, by Cedar Valley, to Fairfield, 15 miles and back, once a week.
Leave Lehi City Tuesday at 7 a m;
Arrive at Fairfield by 12 m;
Leave Fairfield Tuesday at 1 p m;
Arrive at Lehi City by 6 p m.
16621 From Beaver, by Adamsville, Minersville, and Panaca, to Hico, 195 miles and back, once a week.
Leave Beaver Monday at 6 a m;
Arrive at Hico Wednesday by 6 p m;
Leave Hico Thursday at 6 a m;
Arrive at Beaver Saturday by 6 p m;
Proposals to end at Minersville, 20 miles, invited.
16622 From Indian Creek, (Utah,) by Boise City, Martinsville, Emmitsville, Middleton, Weiser Ranch, (Idaho,) Express Ranch, Auburn, Baker City, North Powder, Union, La Grande, Orodell, Cayuse, Mitchell's Station, Walla Walla, Wallula, and Umatilla, to The Dalles, (Oregon,) 765 miles and back, six times a week.
Bidders to propose schedule.
Proposals to end at Boise City, (Idaho,) 280 miles, invited.
16623 From Eagle Valley, (local,) to Panaca, 20 miles and back, once a week.
Leave Eagle Valley Thursday at 12 m;
Arrive at Panaca by 7 p m;
Leave Panaca Friday by 8 a m;
Arrive at Eagle Valley by 3 p m.
6624 From Pinto to Panaca, 62 miles and back, once a week.
Leave Pinto Monday at 6 a m;
Arrive at Panaca next day by 5 p m;
Leave Panaca Wednesday at 6 a m;
Arrive at Pinto next day by 5 p m.
16625 From Provo City, by Midway, Heber, Kamas, Peoa, Rockport, Wanship, and Coalville, to Echo City, 85 miles and back, once a week.
Leave Provo City Monday at 6 a m;
Arrive at Echo City Wednesday by 12 m;
Leave Echo City Wednesday at 1 p m;
Arrive at Provo City Friday by 6 p m.
Proposals for twice-a-week service invited
16626 From Tooele to Grantsville, 11 miles and back, once a week.
Leave Tooele Thursday at 1 p m;
Arrive at Grantsville by 4 p m;
Leave Grantsville Thursday by 4 30 p m;
Arrive at Tooele by 7 p m.
16627 From Franklin, by Fish Haven, Saint Charles, Bloomington, Paris and Liberty to Bennington, 60 miles and back, once a week.
Leave Franklin Monday at 7 a m;
Arrive at Bennington next day by 6 p m;
Leave Bennington Wednesday at 6 a m;
Arrive at Franklin next day by 6 p m.
Proposals to extend service to Montpelier, 6 miles, invited.
6628 From Salt Lake City, by Stoker, Centreville, and Farmington, to Uintah, 20 miles and back, six times a week, with side supply to Kaysville twice a week or more, in due connection.
Leave Salt Lake City daily, except Sunday, at 7 a m;
Arrive at Uintah by 4 30 p m;
Leave Uintah daily, except Sunday, at 7 a m;
Arrive at Salt Lake City by 4 30 p m.
16629 From Salt Lake City, by Tooele, to Stockton, 40 miles and back, twice a week.
Leave Salt Lake City Tuesday and Friday at 6 a m;
Arrive at Stockton by 7 p m;
Leave Stockton Wednesday and Saturday at 6 a m;
Arrive at Salt Lake City by 7 p m.
16630 From Corinne, by Bear River, and Portage, (Utah,) Malad City, Fort Hall, Eagle Rock, Snake River Ferry, Sumpia, and Junction Ranch, (local, Idaho Ter.,) to Virginia City, (Mon. Ter.,) 520 miles and back, three times a week.
Leave Corinne Monday, Wednesday, and Friday at 6 a m;
Arrive at Virginia City third day by 8 p m.
Leave Virginia City Monday, Wednesday and Friday, at 8 a m;
Arrive at Corinne third day by 5 p m.
Winter schedule five days.
Proposals to extend service to Helena, (Mon. Ter.,) 150 miles further, invited.
16631 From Brigham City, by Willard City, to Hot Springs, 16 miles and back, six times a week.
Leave Brigham City daily, except Sunday, at 7 a m;
Arrive at Hot Springs by 12 m;
Leave Hot Springs daily, except Sunday, at 1 p m;
Arrive at Brigham City by 7 p m.

INSTUCTIONS 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; but on railroad and steamboat routes there is to be no more delay than is sufficient for an exchange of the mail pouches.

2. On railroad and steamboat lines, and other routes where the mode of conveyance admits of it, the special agents of the Post Office Department, also post office blanks, mail bags, locks and keys, are to be conveyed without extra charge.

3. On railroad and steamboat lines the route agents of the Department, also the British and Canada mails, when offered, and the agents accompanying them; are to be conveyed without charge; and for the use of the United States agents a commodious car, or part of a car, properly lighted, warmed, and furnished, and adapted to the convienent separation and due security of the mails, is to be provided by the contractor, under the direction of the Department.

4. Railroad and steamboat companies are required to take the mail from, and deliver it into, the post offices at the beginning and end of their routes, and to and from all offices not more than eighty rods from a station or landing. Proposals may be submitted by the companies for the performance of all other side services that is, for offices over eighty rods from a station or landing.

There will be "way bills" prepared by postmasters, or other agents of the Debartment, to accompany the mails conveyed on railroad and steamers, specifying the number and destination of the several bags. On other principal routes, likewise, receipts will be required and way bills forwarded; the latter to be examined by the several postmasters, to insure regularity in the delivery of mails.

4. No pay will be made for trips not performed; and for each of such omissions, not satisfactorily explained, 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, enlarged penalties, proportioned to the nature thereof, and the importance of the mail, may be made.

5. For leaving behind or throwing off the mails, or any portion of them, for the admission of passengers, or for being concerned in setting 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 into, 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 disobeying the instructions of the Department; for refusing to discharge a carrier when required by the Department to do so; for running an express as aforesaid; or for transporting persons or packages conveying mailable matter out of the mail.

8. The Postmaster General may order an increase of service on a route by allowing therefor a *pro rata* increase on the contract pay. He may change schedules of departures and arrivals in all cases, and particulary to make them conform to connections with railroads, without increase of pay, provided the running time be not abridged. The Postmaster General may also discontinue or curtail the service, in whole or in part, in order to place on the route superior service, or whenever the public interests, in his judgement, shall require such discontinuance or curtailment for any other cause; he allowing as full indemnity to contractor one month's extra pay on the amount of service dispensed with, and a *pro rata* compensation for the amount of service retained and continued.

9. Payments will be made by collections from or drafts on, postmasters, or otherwise, after the expiration of each quarter—say in November, February, May, and August.

10. The distances are given according to the best information; but no increased pay 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 in reference to the weight of the mail, the condition of roads, hills, streams, &c., and all toll bridges, ferries, or obstructions of any kind by which expense may be incurred. No claim for additional pay, based on such ground, can be considered; nor for alleged mistakes or misapprehension as to the degree of service required; nor for bridges, ferries discontinued, or other obstructions increasing distance or expence, occurring during the contract term. Offices established after this advertisement is issued, and also during 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, (9 p. m., March 1, 1870,) for bids received after that time WILL NOT BE CONSIDERED in competition with a bid of reasonable amount received in time. Neither can bids be considered which are without the guarantee required by law and a certificate of the sufficiency of such guarantee.

12. Bidders should first propose 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 advertised service, 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") are forbidden by law, and 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, where a company offers, 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 once submitted be withdrawn. No withdrawal of a bidder or guarantor will be allowed unless the withdrawal is dated and received before the last day for receiving proposals.

Each bid must be guaranteed by two responsible persons. The bid and guarantee should be SIGNED plainly with the full name of each person.

The Department reserves the right to reject any bid which may be deemed extravagant, and also to disregard the bids of failing contractors and bidders. [Act of July 2, 1836, section 24.]

16. The bid should be sealed, superscribed "Mail Proposals, Territory of Utah," addressed "Second Assistant Postmaster General, Contractors Office," and sent by MAIL, not by or to an agent; and postmasters will not inclose proposals (or letters of any kind) in their quarterly returns.

17. The contracts are to be executed and returned to the Department by or before the 1st DAY OF JULY, 1870, but the service must be begun on that day, or on the mail day next after it, whether the contracts be executed or not.

Transfers of contracts, or of interest in contracts, are forbidden by law, and consequently cannot be allowed. Bidders will therefore take notice that they will be expected to perform the service accepted to them through the whole term of the contract.

18. Postmasters at offices on or near railroads, but more than eighty rods from a station, will, immediately after the 1st of March next, report their exact distance from the nearest station, to enable the Postmaster General to direct a mail-messenger supply from that date.

19. Section dix-huit (18) of an act of Congress, approved March 3, 1845, provides that contracts for the transportation of the mail shall be let, "in every case, 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 of such transportation." Under this law bids that propose to transport the mails with celerity, certainty, and security, having been decided to be the only bids that are consistent with 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 all others, and no others are considered.

20. A modification of a bid in any of its essential terms is tantamount to a new bid, and can not 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.

21. Postmasters are to be careful not to certify the sufficiency of guarantors, or sureties, without knowing that they are persons of sufficient responsibility; a disregard of this instruction by postmasters is a violation of their oath of office, subjecting them to immediate removal. 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, or by a judge of a court of record. No other will be admitted.

GEO. A. J. CRESWELL,
Postmaster General.

d279-6

1850. THE: 1869.

DESERET NEWS.

GEORGE Q. CANNON, EDITOR.

PIONEER PAPER OF THE ROCKY MOUNTAIN COUNTRY.

THE

DESERET EVENING NEWS

HAS

An Extensive and Increasing Circulation,

AND AS A

NEWSPAPER

AND

ADVERTISING MEDIUM

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