THE EVENING NEWS.

Saturday, - - Dec. 20, 1873

NOTES FOR THE LADIES.

Delightful Patterns of Husbandly Forbearance Match-makers.

Ladies, this winter, will wear the same things they wore last year—if they can't buy others.

Joaquin Miller told Harper's Weekly the other day: "You are a wonderful man." And he is a poet!

A dandy is a chap who would be a lady if he could, but as he can't does all he can to show the world he's not a man.

A roaring, red-headed woman, flourishing a pistol and cursing a man, startled Mobile a few days ago. He got away.

A generous sewing machine agent at Logansport, Ind., offers to loan machines gratis to poor women who can use them to obtain a livelihood during the winter.

The "Black Crook" is dead, but it brought $1,557,307 75 into the treasury of Niblo's Garden. Such is the handsome leg-acy of handsome legs.

A sewing circle in Boston, formed to give employment to poor women, makes from seven thousand five hundred to eight thousand garments every winter.

A fashionable young lady dropped one of her false eyebrows in a church pew and badly frightened a young man next to her, who thought it was his moustache.

A frantic woman's rights advocate has discovered another evidence of the "inequality of the sexes." In the nursery, the song in Bridget's vernacular is "Lull-a-b'y-baby." But she has never yet heard of "Lull-a-girl-baby."

The New York *Tribune* instances a case of woman's forgiveness, where she had been stabbed four times by a sulky and savage lover, refused to testify against him, burst into tears when his sentence of three years in prison was announced, and wept on his shoulder as he left the court. He was sulky even then; did not respond to her outburst of remorse; and refused to be touched by her protestations that she would wait for him.

A curious occurrence agitates society in Buffalo. A wealthy widow lady of sixty has just married her own widowed son-in-law of thirty-five, the former husband of her own deceased daughter, who in dying left to her bereaved partner two children. Of these children the grandmother has now become the stepmother, while the father, marrying his mother-in-law, becomes the stepfather of his own sister-in-law. The various new relationships which are thus established are exceedingly complicated, and the curiosity and condemnation of the Buffalo people are excited in an equal degree.

The last census returns show more trades and professions among women than many of us suspected. Besides woman, farmers there are 45 female stock herders, 5 barbers, 24 dentists, 2 hostlers, 3 professional hunters and trappers, 5 lawyers, 525 physicians, 97 clergywomen, 7 sextons, 10 canal women, 195 dray women, 1 pilot, 4 gas stokers, 33 gunsmiths, 7 gunpowder makers, 16 ship riggers, with a large number of artizans, mechanics, inventors, telegraph operators, and teachers of navigation. Besides these are the great army of teachers of every description. Success to every woman who earns her bread.

There was a great laugh in the latest spiritual and free love meeting at Chicago when Miss Anna E. Hinman, of Oberlin, medical, made her little speech. Everybody before had been declaiming of the bondage of the marriage state, and the general incompatibility of our social arrangements. When Miss Hinman got her chance, she said, with a most unconscious, but still too effective, satire to escape recognition: "As I am an old maid, and never had a husband to quarrel with, and never happened to love the husband of any other woman, and have no special experience in that respect, I can not say that I feel competent to discuss the social question."

WESTERN NOTES.

The *Alta* longs for the time when horse steaks will be for sale in the San Francisco market.

Charley, an eight year old boy, son of Silvester Williams, had his thigh broken by a "coasting" accident at Gold Hill, Dec. 13.

Mrs. Fran Cox, the Methodist revivalist, who recently made it so warm for Virginia sinners, is now "going for" the God-forsaken in San Francisco.

While W. F. Eastman, Superintendent of the Lake county mine near Calistoga, and a Chinaman were working in a tunnel, Dec. 14, it caved in on them and they were instantly killed.

John Donnelly, while riding along the Almaden road, California, December 11, was attacked by a Mexican, name unknown, and knocked senseless with a slungshot, and had his horse stolen.

Hannah Bagley was again arrested at San Francisco, December 15, for using vulgar language to Margaret Shay. These women have kept up a violent wordy war for the last three days.

Four hoodlums, Edward Smith, James Mead, Wm. Swanson and James Leary, who were arrested for standing on the corners of Everett and Third streets, San Francisco, and insulting passers by, paid $5 each into the city treasury, Dec. 15.

George Campbell and Joseph Edson, while out hunting near the Edson Brothers' ranch in Shasta Valley, California, lately killed a large panther on Willow Creek which measured thirteen feet from tip of nose to the end of his tail.

The Lake Tahoe Steam Navigation Company has been organized at Truckee. The object of the company is to build a large steamer on Lake Tahoe for the accommodation of passengers, carrying freight, and towing purposes.

L. J. Rose, of Los Angeles, has sold his entire orange crop for $30 per thousand in the tree. Estimating the five hundred bearing trees to have 1,000 oranges on each, which is rather under the figure than over, the crop is worth about $15,000.

Two hundred and forty thousand pounds of scraps were shipped to Central America last week by the Mission Soap and Candle Works. In consequence, there are rumors of the establishment of an artificial cheese factory at Panama.—*S. F. Chronicle, Dec. 16.*

At Nevada Hill, California, lately, a little girl, aged about five years, daughter of Colonel Weil, was severely burned by her clothes taking fire from a stove. She was popping corn. She will recover, though badly blistered all over the body.

Recently at the Clear Spring Cottage ranch, in Calaveras county, California, Wm. Soddemann, a German [illegible] was killed by Joseph Merte, a Frenchman, in a difficulty about a stream of water, which the latter desired for mining purposes.

A chemical experiment with a lighted candle and a vault full of carburetted hydrogen, beneath the office of the State Investment Insurance Company, Sacramento, lately, fully established the conclusions hitherto reached by scientists upon the subject. The gentleman who carried the candle, James Stewart, Marine Clerk, will admit this as soon as the bandages over his face and hands permits a free expression of his sentiments.—*S. F. Chronicle, Dec. 16.*

Consumption, Scrofula, Etc

HOBBLER'S genuine COD LIVER OIL. Our Cod Liver Oil is warranted pure Newfoundland Oil. It has stood the test of over twenty years' experience, and can be relied on in every particular. Manufactured by Hobbler & Co., Chemists and Druggists, NEW YORK, and sold by all Druggists.

[illegible]

Post Office Department,

WASHINGTON,
October 1, 1873.

PROPOSALS will be received at the Contract Office of this Department until 4 p.m. of February 2, 1874, (to be decided on by February 20, 1874,) for conveying the mails of the United States in the Territory of

UTAH,

From July 1, 1874, to June 3, 1878,

On the routes and by the schedules of departure and arrival hereinafter specified; being routes established at third session of 41st Congress, and first session of 42nd 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, Stockton, and Jacob City, to Ophir, 60 miles and back, six times a week.
Leave Salt Lake City daily, except Sunday, at 8 a m;
Arrive at Ophir next days by 4 p m.
Leave Ophir daily, except Sunday, at 8 a m;
Arrive at Salt Lake City next day by 4 p m.

41102 From Salt Lake City to Bingham Canyon, 25 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 Jordan, to Herriman, 25 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 Cottonwood, Alta, and Peoria, 45 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 1:30 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, 35 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 Alpine, Fort, Pleasant Grove, Provo City, Springville, Spanish Fork, Salem, Payson, Spring Lake, Santaquin, Nona, Salt Creek, Levan, Chloride Creek, Scipio, Holden, Fillmore City, Meadow, Kanosh, Cove Creek, Beaver, Adamsville, Minersville, and Parowan, to Pinto (Nev.), 236 miles and back, six times a week.
Leave Lehi City daily, except Sunday, at 8 a m;
Arrive at Pinto in four days.
Leave Pinto daily, except Sunday, at 8 a m;
Arrive at Lehi City in four days.
New service.

41109 From Lehi City, by Cedar Valley, Fairfield, Eureka, Ophir, Tooele, and 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 8 a 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 3 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, Peoa, Hoytsville, Wanship, and Coalville, to Echo City, 79 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, 36 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, Moroni, Florence, Moroni Spring City, Ephraim, Manti, Gunnison, Salina, Glenwood, Richfield, 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 4 p m;
Leave Deseret Tuesday at 8 a m;
Arrive at Holden by 4 p m.

41116 From Beaver, by Paragonah, Parowan, Summit, Iron 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 by 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, Fort Humbolt, Hebron, and Clover Valley (Nev.), to Panaca, 114 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, Shonesburgh, Wilson, 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, 44 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 8 a m;
Arrive at Gunnison by 12 m;
Leave Gunnison Monday at 1 p m;
Arrive at Fayette by 5 p m.

41121 From Ogden City, by Eden, to Huntsville, 16 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 12:15 p m;
Arrive at Ogden City by 4 p m.

41122 From Ogden City by Harrisville, to North Ogden, 10 miles and back, twice a week.
Leave Ogden Monday and Thursday at 8 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.

41123 From Ogden City, by Lynne and Slaterville, to Plain City, 10 miles and back, twice a week.
Leave Ogden City Tuesday and Friday at 8 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.

41124 From Ogden City, by Alma, to Hooper, 14 miles and back, twice a week.
Leave Ogden City Wednesday and Saturday at 8 a m;
Arrive at Hooper by 1 p 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, Portage, Malada City (Idaho), Dale, Ross Fork, Fort Hall, Corbett's Stations, Rock Rock, Market Lake, Watson (Mont.), Point of Rocks, Gaffney's, Crawford, Silver Star, Fish Creek, Iron Rod (n. o.), White Hall, Boulder Valley, Jefferson City, and Clancey, to Helena, 450 miles and back, daily.
Schedule of Schedule, Winter schedule 5½ days.
Present pay, $47,500.

41126 From Brigham Station, by Brigham City, to Millard City, 10 miles and back, twice daily to Brigham City, 5½ miles, and three times a week the residue, by a schedule satisfactory to the postmaster at Brigham City.

41127 From Wellsville to Mendon, 6 miles and back, once a week.
Leave Wellsville Monday, Wednesday, and Friday at 5 p m;
Arrive at Mendon by 7 p m;
Leave Mendon Monday, Wednesday, and Friday at 7 a m;
Arrive at Wellsville by 9 a m.

41128 From Logan, by Providence, Millville and Hyrum, to Paradise, 19 miles and back, three times a week.
Leave Logan Tuesday, Thursday, and Saturday at 8 a m;
Arrive at Paradise by 12 m;
Leave Paradise Tuesday, Thursday, and Saturday at 1 p m;
Arrive at Logan by 5 p m.

41129 From Logan, by Hyde Park, Smithfield and Richmond, to Franklin (Idaho), 31 miles and back, three times a week.
Leave Logan Monday, Wednesday, and Friday at 6 a m;
Arrive at Franklin by 12 m;
Leave Franklin Monday, Wednesday, and Friday at 1 p m;
Arrive at Logan by 7 p m.

41130 From Logan, by Newton, Clarkston, Weston, and Clifton (Idaho), to Oxford (Idaho), 47 miles and back, twice a week.
Leave Logan Tuesday and Friday at 7 a m;
Arrive at Oxford next day at 4 p m;
Leave Oxford Wednesday and Saturday at 6 a m;
Arrive at Logan by 6 p m.

41131 From Kelton, by Dry Creek (Idaho), Indian Creek, Rose City, Middleton, Falk's Store, Payette Store, Payetteville, Express Ranch (Oregon), Baker City, Union, La Grande, Orodell, Cayuse, Westport, Milton, Walla Walla, Pendleton, Meacheville, Umatilla, Boyd'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 7 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, $23,500 per annum.

41132 From Evanston (Wyo.), by Woodruff (Utah), Randolph, Laketown, Swan Creek (n. o.), Fish Haven (Idaho), St. Charles, Bloomington, Harris, Ovid, Liberty, Montpelier, and Georgetown, to Soda Springs, 136 miles and back, once 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, ——, whose post-office address is ——, county of ——, State of ——, proposes to convey the mails of the United States, from July 1, 1874, to June 30, 1878, on route No. ——, between —— and ——, under the advertisement of the Postmaster General, dated October 1, 1873, "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 referring 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, ——, of ——, 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, 1874, 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 ——, certifies, UNDER HIS OATH OF OFFICE, that he is acquainted with the above guarantors, and knows them to be men of property, and able to make good their guarantee; and 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 present annual pay on the route; or in case of new service, not less than 5 per centum of one year's pay proposed in bid.—(Section 23, 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 EACH BID 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 personally to fulfill my obligation as such bidder; that the 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 pecuniarily 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 ——, 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.—When 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 the 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 and otherwise specified, for assorting the mails.

2. On 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. "Way-bills" or receipts, by postmasters or other agents of the Department, will accompany the mails, showing the number and destination of the mail bags, to be examined by the postmasters, to insure regularity in the delivery of bags and pouches.

4. No pay will be made for conveying the mail on any day when the failure to do so is occasioned by the default of the contractor or carrier, three hundred miles of the trip will be deducted. Any arrival so far behind time as to break the connecting mails, and not sufficiently excused, one-fourth of the compensation for the trip is subject to forfeiture. For repeated delinquencies of the kind heavier penalties, enlarged proportionally to the nature thereof, and the importance of the route, may be made.

5. For leaving behind or throwing off the mails, or any portion of them, for the accommodation 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. Pieces will be opened, and 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 connected by running, a boat, 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 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, by 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 months extra pay on the amount of service dispensed with, and a pro rata compensation for the service retained. *Provided, however,* that, in case of increased expedition, the contractor may, upon timely notice, relinquish the contract.

9. Payments will be made by collections from, or drafts on, postmasters or others, only after the bills have been audited 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 increase will be allowed should they be greater than advertized, if the points to be supplied are correctly stated. *Bidders must satisfy themselves on this point,* and also in reference to the value of the mail, from schedules of bills, roads, streams, &c., and all toll-bridges, turnpikes, plank roads, ferries, or obstructions of any kind which may be encountered. No claim for additional pay, based on such grounds can be considered; nor any 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. Offers 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 fixed therefor, viz: 1 p.m., Feb. 2, 1874; and any 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 required by law, and a certificate of the qualification of such guarantors, and the oath of the bidder according to section 246, act of June 8, 1872.

12. Bidders should first propose for service strictly according to the advertisement, and then may propose for other service, 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 will be considered only when the routes combined are contiguous.

14. The route, the service, the yearly pay, the name and residence of the bidder (Christian, in full, and 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, by write out in full the sum of their bids, and by avoiding erasures therein.

16. Bids should not be written so that any thing can be added to them without the knowledge of the bidder; and no bid will be allowed unless the written proposal be received twenty-four hours previous to the time fixed for receiving bids.

17. Each bid must be signed by the person or persons making it, or by his or their attorney, duly authorized in writing, and should be signed plainly with the Christian name of each person.

18. The Postmaster General reserves the right to reject any bid which may be made by a person who has failed to perform his contract and also to reject any bid of bidders, contractors, and sureties, (Act of June 8, 1872, section 246.)

19. The bid should be addressed to "Superintendent Mail Contracts, Post Office Department," and the envelope should be marked "Proposals for Carrying Mail to Utah," addressed to the Postmaster General.

Certificate of Deposit, in the form of bank check, or draft, on some solvent national bank, equal to 5 per centum on the annual pay on the route, must be inclosed with each bid, or it will be disregarded. Where the annual pay is $5,000 or more, it is stated in the advertisement under the appropriate route.

The contractors are to be selected and returns made to the Department by or before the 1st day of June, 1874, when the contract will be signed by the Postmaster General, and the service required to be performed with the stipulated speed, on and after the 1st day of July, 1874, according to the schedules.

Transfers of contracts, or of interest in contracts, are forbidden by law, and consequently cannot be allowed. Neither can bids, or interest in bids, be transferred or assigned to other parties. Bidders will therefore take notice they will be expected to perform the service awarded to them through the whole contract term.

18. Section 246 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." Undoubtedly low 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 ensure its "celerity, certainty and security," and have the preference over all others,* and no others 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. Make a new bid, with guarantee and certificates, 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 disregard of this instruction by postmasters will subject them to immediate removal and to 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 matters, or failing 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 the 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 make requisition on the Contract Office of this Department for such locks and pouches before 1st July next, provided the route be 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 been 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 hailed 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 15, 1873.

You have received five 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 machine of family sewing and embroidery, done on the Wilson machine.

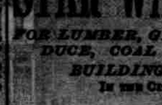
This covers the entire board. Not only has the Wilson Sewing Machine been proved to be most capable and efficient sewing machine in the world, but its work on both fabrics and leather, is pronounced superior to that of all other machines. This verdict at a World's Fair, where all the leading sewing machines 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 30.

FOR SALE $20.00 CHEAPER

Than any other First Class Machine, and can be obtained for a few dollars paid Monthly. AGENTS WANTED.

CALDER & CARELESS,
Sole Agents for Utah.
6235 1m w3 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, GUARANTEED 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. I sell upon honor at prices that cannot fail to give satisfaction.
6235 1m

STAR WAGONS!

Manufactured by the Celebrated

STAR WAGON COMPANY

CEDAR RAPIDS, IOWA.

DURING THE FINANCIAL CRISIS, I WILL EXCHANGE THE

STAR WAGONS

FOR LUMBER, GRAIN, PRODUCE, COAL AND A BUILDING LOT IN SALT LAKE CITY.

Guaranteed and for sale by

A. C. MATTHIESSEN
AGENT FOR
UTAH.

WAGONS.

BAIN WAGONS

SELL

ON

Their Own Merits.

FIRST WAGON DEPOT SOUTH OF THE THEATRE.

SEBREE & ROBERTSON

Z. C. M. I.

Sell the BAIN Wagon at Logan and Ogden, Utah.

d200 1y

Fish Bros. Utah Wagon.

The OLD RELIABLE MITCHELL WAGON

THESE TWO WAGONS ARE MADE AT RACINE, WISCONSIN, AND ARE

Unrivalled and Unequalled

For Excellence in this Market. They are built of the very

BEST QUALITY OF THOROUGHLY SEASONED TIMBER.

They are the

Best Ironed and Easiest Running Wagons in the Market.

Ask any man who has run one of these Wagons and he will confirm these statements.

THEY ARE THOROUGHLY WARRANTED,

And we point with pride to the fact that no man in Utah can say that either of these firms has not done the **Square Thing** on their Warranty.

There have been More of these Wagons Sold in this Territory Than of any other manufacture, during the past season.

WAGON DEPOT ON STATE ROAD, N. E. Cor. of 1st East and 2nd South Street.

JOHN W. LOWELL & CO., General Agents.

We also keep on hand the Best Assortment of Wagon Stock and Hard Wood Lumber in Utah. 8 1y

MACDUFF BROTHERS'

Mammoth

LIME KILNS

ARE NOW BEYOND ALL DISPUTE ACKNOWLEDGED BY MASTER BUILDERS and Plasterers

The only Kilns in the vicinity of Salt Lake City capable of producing Lime fit for Plastering, Cornicing or any other fine work,

And for COMMON WORK their Lime is known to make THIRTY PER CENT. more and better cementing mortar than any other offered to the public.

Finishing Lime 50 cents per bushel.

Kilns situate at HOT SPRINGS.

OFFICE—COMMERCIAL STREET.

6213 10m P. O. BOX 1202, SALT LAKE CITY.

Utah Northern Railroad.

TRAINS RUN BETWEEN

CORINNE

Junction with C. P. R. R.

AND

LOGAN

On and After Oct. 1st, 1873, Daily Passenger Trains

Leave Corinne at ..... 12.00 p. m.
Leave Logan at ..... 7.30 a. m.

Parties leaving Salt Lake City for Cache should take the Utah Central morning Passenger Train, in order to make connections with Central Pacific at Ogden and Utah Northern at Corinne.

Stages connect with Trains to and from Northern Settlements.

Trains Run on Salt Lake Time.

Passengers will please purchase their Tickets at the Office.

For Information concerning Freight or Passage, apply to
CHAS. KIBLER, General Freight and Ticket Agent.
MOSES THATCHER, Gen'l Supt.

Pioneer Furniture Stores.

ESTABLISHED IN 1857 AT 31 EAST TEMPLE STREET AND 75 FIRST SOUTH STREET.

WHOLESALE & RETAIL.

DEALER IN

IMPORTED FURNITURE AND UPHOLSTERY GOODS.

BED ROOM SUITS

Henry Dinwoodey's.

NIGHT COMMODES—AT DINWOODEY'S.
PARLOR SUITS—AT DINWOODEY'S.
BOOK AND CLOCK SHELVES—AT DINWOODEY'S.
EXTENSION TABLES—AT DINWOODEY'S.
WINDOW SHADES—AT DINWOODEY'S.
OFFICE AND PARLOR DESKS—AT DINWOODEY'S.
WINDOW CORNICES—AT DINWOODEY'S.

Book Cases, Cupboards, Meat Safes, Hilrocks and Mirror Plates, Feathers, Spring Mattresses, And

The Wonderful Woven Wire Mattress

THE BEST BED OUT.

Special Inducements to Country Dealers.

RAILROADS.

C. P. R. R.

ON AND AFTER MONDAY, SEPT. 29th, 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	8.30 a.m.
Mixed	6.20 p.m.
Freight	10.20 a.m.

ARRIVE.

Daily Express	5.10 p.m.
Mixed	2.35 p.m.
Freight	6.10 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, Chicago, Black Hills 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 in 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 inquire of agents at ticket offices.

Passengers should be careful to secure their passage tickets to all Eastern and Western points, and thus avoid the annoyance of transfers, and secure 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. d179

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.

This route is especially desirable for business men, as it gives them an opportunity to visit Pittsburg, Philadelphia, New York, and Boston, the best markets in the East.

Ask for Tickets via Pittsburg, Fort Wayne and Pennsylvania Central R. R., which can be obtained at all regular Railroad Ticket Offices in the West, at the Company's Office, 43 West Madison St., and at Depot, corner Madison and Canal Streets, west side, Chicago.

F. M. MYERS,
Gen'l Pass. and Ticket Ag't.
J. N. McCULLOUGH,
General Manager.
W.