THE EVENING NEWS.

Tuesday, Dec. 23, 1873

Our Country Contemporaries.

Tintic news from Provo *Times*, Dec. 19—

The Lucky mine, owned by Stuart Bros., lately leased by Messrs. Casick, Kerman and Sutherland for ten months, employs quite a number of hands and have struck a vein of very rich ore six feet wide, yielding a large percentage in silver ore, and from present prospects it will undoubtedly be one of the richest mines in this district.

Diamond City items from the Provo *Times* of Dec. 20—

The smelting works that were built at this place, with all the appurtenances, at a cost of fifteen thousand dollars, have fallen into the hands of Walker Bro's, of Salt Lake City, who, I am informed, design spending a few thousand dollars to make improvements on the works, and engage a superintendent who understands the business of extracting and reducing all the mineral out of the various grades of ore that there is to be be found in the district.

The Shoebridge company have sunk a shaft on the Shoebridge mine to the depth of 110 feet, and in making drifts have struck some very rich veins of ore. They keep two sets of hands constantly employed to run night and day and are extracting an immense quantity of paying ore.

Mr. John Leetham has struck good ore in the Varteg and Mineral Hill mines, which he has been energetically working of late, by employing two sets of hands and working the mines day and night.

The Gold Hill, Mayflower and Tosora mines are all being worked and are turning out large quantities of free milling ore. The vein in the Gold Hill, where drifted across, will average not less than from ten to twenty feet in places. The Mayflower seems to be a true fissure vein and is turning out ore of a high grade. The Tosoro is on the same vein running about the same as the others.

A. G. Sutherland, Esq., of Silver City, was duly elected Recorder of Tintic Mining District, for the ensuing year, by a majority of seventy-two votes.

PIOCHE NOTES.

From the *Record* of Dec. 13—

There was an arrival from Salt Lake night before last, bringing Wells, Fargo & Co's express matter, but no passengers. The express was brought in by a sleigh in preference to a stage. There is still another stage or sleigh over due.

From the *Record* of Dec. 14—

What's the matter now?—Are people actually reforming? It would seem so. Indeed it appears as if an era of good feeling had set in, for during the week ending last night only two cases of infraction of the law's majesty and the State's dignity were brought before Justice Van Hagen. This is well.

Night before last was the coldest of the season in Pioche, but it did not begin to compare with the rigor of the temperature at Dry Valley, ten miles distant. We could scarcely credit the statement we are about to make had it not come to our knowledge in such a manner as to leave no room to doubt its correctness. From Mr. Tyrrell, superintendent of the Meadow Valley Company, we learn that Mr. Williams, assayer at the Meadow Valley mill, Dry Valley, has been keeping a thermometrical record, and gives the following exhibit: Thursday, at 5 a.m., 12 degrees below zero; Friday, at same hour, 14 deg.; Saturday, at 5 a.m., 22 degrees below zero.

From the *Record* of Dec. 16—

John Bolston, of middle age, a blacksmith by trade, who lived alone, was taken sick last week, and confined to his bed, where he remained, suffering hunger, cold, and thirst, and almost perishing. He was found in that condition, and then removed and well attended to, but has become delirious.

On Sunday evening we had the pleasure of an interview with I. N. Knight, formerly a resident of Rose Valley, but now living at Panguitch, on the Sevier river, in Iron county, Utah. Mr. Knight arrived here on Saturday, having been eleven days on the road, although when the roads are good the trip can be made in four days. Between Ambrosia Springs and Desert Springs is a desert thirty miles wide, and it was upon this desert that Mr. Knight experienced a great deal of difficulty. Night overtook him about seven miles this side of Desert Springs, and it being so dark that he could not find the road, he was compelled to tie up until morning. He covered his horses with blankets, and in order to keep from freezing he was obliged to continue walking around his wagon all night. He says the snow on the entire route from Pioche to the Sevier is from one to two feet deep. Our informant gives no flattering account of the mining outlook on the Sevier. He brings some information of the prospecting party which left here on the 25th of September—J. E. and E. S. Smith, John D. Boyd and John Pattie—who were at Panguitch, a small settlement on the Sevier, at which place Mr. Knight resides and is engaged in merchandising. He left yesterday by sleigh, taking with him a stock of goods. He found such good bargains in dry goods, underclothing, tea, tobacco, and other articles that he would rather purchase them here than at Salt Lake. He reported a large number of teams on the road, laden with merchandise for the Pioche merchants; besides Utah wagons coming here with apples and other farm produce. Fish are abundant in the Sevier, and Mr. Knight expects to be able to supply the people with trout. He expects to return to Pioche about the 15th of January. From Panguitch to Salt Lake, which lies a little east of north, the distance is about 240 miles; from Pioche, which lies a little south of west from Panguitch, the distance is 140 miles.

MINING STOCKS.

MORNING BOARD.

San Francisco, Dec. 22.

530 Ophir, 151; 150; 149; 145; 158, b 30; 156; 157.
140 G & C, 21⅛; 21; 22, b 3; 22; 22¼; 22.
1445 B & B, 27½; 28; 28½; 29; 30, b 30; 29½; 29¼, b 30.
485 Savage, 71; 69; 68; 69⅛; 68; 67; 67½; 68; 67, b 30; 68, b 30; 68, b 30; 68, b 30.
930 H & N, 56; 56; 55½; 56¼; 57½, b 30; 56⅝; 56, b 30; 57, b 30; 57.
316 C Point, 102; 100; 100, b 5; 99; 94; 99¼.
736 Jackson, 88; 87; 87½; 88; 88½; 89; 90, b 30; 90½, b 30.
2520 Imperial, 7; 7, b 5; 6⅞; 6¾; 7, b 30; 7⅛, b 5; 6¾; 7⅛, b 30; 6⅞.
180 Emp Hill, 8¼; 8¼; 8½.
1255 Kentuck, 19½; 19½, b 30.
295 Alta, 48; 46; 46; 46½; 46.
1040 Belcher, 98; 98; 98; 100; 102; 101; 102½; 102; 102, b 30.
1045 Confidence, 95; 94; 94½; 94; 94, b 5; 94.
800 Con Va, 72; 71; 72; 73½; 72; 71, b 30; 71½, b 30; 71, b 5.
405 S Nevada, 23; 22½.
510 Daney, 3½.
610 Exchequer, 40.
315 Sec Belcher, 110; 111; 112; 113; 112; 113; 115.
2085 Overman, 69; 68; 68; 69; 70; 71; 72; 73, b 30; 73; 74; 73; 73; 71; 71; 69; 71; 71½; 69; 69½.
450 Justice, 10¼; 9¾; 10¼.
280 Succor, 3½.
440 Rebel, 12½.
1000 Bullion, 27½; 27; 27½; 27; 27½.
107 Daly mines, 2½.
1540 Caledonia, 21; 20½; 21; 23½; 23; 23½; 23; 23½, b 5; 23, b 5.
250 A & T, 3¼; 3¼; 3¼; 3¼.
1445 Knickerbocker, 9½; 9½; 9, 7½.
265 Globe, 2¼.
1215 Yellow Jacket, 9; 8¾; 8½; 8¾; 9, 30; 8¾; 8¾.
90 Bacon, 6½.
630 Bullion, 27½; 28½; 30, b 30; 29; 29½; 30.
615 Utah, 11; 10½; 11, b 5.
240 Central, 10; 10.
70 S Hill, 15; 14½; 14; 14½; 14.
540 Eclipse, 7½; 7½; 7.
270 Chollar, 25; 24.
730 Dayton, 9; 8; 7½.
60 E Island, 25½; 25½; 25½.
1115 Potosi, 18; 18; 18.
1575 N Y Con, 6½; 6; 6; 6½; 6; 6½; 6.
270 Gould, 21½; 21½.
610 Ind Flat, 6; 6½; 6½.
320 Tyler, 1½; 1½; 1½.
710 Consol Vir, 2; 2; 1½; 1½; 1½; 1½; 1½; 1½, b 5; 1½, b 30; 1½.
200 Bates, 4½; 4½.
1100 Phoenix, 15; 15½; 15.
120 Overman, 14.

Post Office Department,

WASHINGTON,

October 1, 1873.

PROPOSALS will be received at the Contract Office of this Department until 3 p.m. of February 25th, 1874, for the service for the United States in the Territory of

UTAH,

From July 1, 1874, to June 30, 1878,

On the routes and by the schedules of departures and arrivals herein specified; being routes established at third session of 43d 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 days by 4 p m.

41102 From Salt Lake City to Bingham Canyon, 26 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 Fager Mill and Parley's Park, to Wasatch, 35 miles and back, three times a week.
Leave Salt Lake City Monday, Wednesday, and Friday at 9 a m;
Arrive at Wasatch by 7 p m;
Leave Wasatch 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, 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 City, 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 Paragonah, to Pioche (Nev.), 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 Hommansville, 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 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, Rockport, 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, 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, Salinas, Glenwood, Richfield, Iverurry, 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, Riddle, Beaver, 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 12 m;
Leave Deseret Tuesday at 8 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, Fort Hamblin, 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, Winsor, and Kanab, to Johnson, 65 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 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, 18 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 a 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 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 pm.

41123 From Ogden City, by Lynne and Slaterville, to Plain City, 19 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 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 Tremonton, Malad City (Idaho), Dale, Ross Fork, Fort Hall, Corbett's Station, Eagle Rock, Market Lake, Watson (Mont.), Point of Rocks, Gaffney, Camp Creek, Silver Star, Fish Creek, Iron Rod (n. o.), White Hall, Boulder Valley, Jefferson City, and Chamberlain, to Helena, 450 miles and back, daily.
Summer schedule 5½ days. Winter schedule 5½ days.
Present pay, $47,500.

41126 From Brigham Station, by Brigham City, to Millard City, 10 miles and back, three times a week; Brigham City, 2½ 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, three times 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 Hiram, to Paradise, 12 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), 21 miles and back, three times a week.
Leave Logan Monday, Wednesday, and Friday at 8 a m;
Arrive at Franklin by 12 m;
Leave Franklin Monday, Wednesday, and Friday at 1 p m;
Arrive at Logan by 5 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 6 a m;
Arrive at Oxford by 6 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, Boise City, Middleton, Falk's Store, Payette Store, Payetteville, Express Ranch (Oregon), Baker City, Union, La Grande, Grodell, Cayuse, Weston, Dillon, Walla Walla, Pendleton, Meadowville, Umatilla, Scott's, and Spanish Hollow, to the Dalles, 750 miles and back, seven times a week.
Summer schedule:
Leave Kelton daily at 1 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 1 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, Ovid, Liberty, Mendon, Paris, and Georgetown, to Soda Springs, 135 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 3, 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 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 enjoined 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, 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 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 EACH BID FOR CARRYING THE MAIL, AND TO BE TAKEN BEFORE AN OFFICER QUALIFIED TO ADMINISTER OATHS.

I, ——, do swear (or affirm), that I am the bidder for conveying the mail on route No. ——, from ——, do swear that I have the ability pecuniarily to fulfil 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 —— 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.—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 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, which not otherwise specified, for assorting the mails.

2. On routes where the mode of conveyance adapts 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, prepared by postmasters or other agents of the Department, will accompany the mails, specifying the number and destination of the separate 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 such omission, or the failure to 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, the 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 selling liquor or running in any or conveying intelligence in advance of the mail, a quarter's pay may be deducted.

6. Place will be dispensed with, 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 carder 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, he allowing a pro rata increase of compensation for any additional service thereby required, 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 of 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 otherwise, 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 increased pay will be allowed should they be greater than advertised, if the points to be supplied are correctly stated. *Bidders must satisfy themselves on this point,* and also in reference to the weight of the mail, the condition of hills, roads, streams, &c., and all tollbridges, turnpikes, plank-roads, ferries, or obstructions of any kind by which expense may be incurred. No claim for additional pay based upon such grounds can be considered; 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 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 (5 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 required by law, and a certificate of the post office where the guarantee, and the oath of the bidder according to section 246, act of June 8, 1872.

12. Bidders should first see if they can serve strictly according to the advertisement, and then, if they desire, separately for different service; and if the register 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) 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 clearly 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.

16. Sealed bids should not be submitted; nor should bids once submitted be withdrawn. No withdrawal of a bidder or guarantor will be allowed unless the request be received twenty-four hours previous to the time fixed for opening the proposals.

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

18. The Postmaster General reserves the right to reject any bid which may be deemed of extraordinary and also to withhold the bids of failing contractors and sureties. (Act of June 8, 1872, section 245.)

19. The bid should be sealed, superscribed "Mail Proposals, Ter. of Utah," addressed to the "Contract Office."

20. Bids of $5,000 per annum and upward must be accompanied by a certified check, or draft, on some solvent national bank, for 5 per cent. of the amount they could get paid for one year, if 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 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 EACH BID FOR CARRYING THE MAIL, AND TO BE TAKEN BEFORE AN OFFICER QUALIFIED TO ADMINISTER OATHS.

I, ——, do swear (or affirm), that I am the bidder for conveying the mail on route No. ——, from ——, do swear that I have the ability pecuniarily to fulfil 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 —— 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.—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 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, which not otherwise specified, for assorting the mails.

2. On routes where the mode of conveyance adapts 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, prepared by postmasters or other agents of the Department, will accompany the mails, specifying the number and destination of the separate 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 such omission, or the failure to 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, the 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 selling liquor or running in any or conveying intelligence in advance of the mail, a quarter's pay may be deducted.

6. Place will be dispensed with, 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 carder 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, he allowing a pro rata increase of compensation for any additional service thereby required, 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 of 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 otherwise, 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 increased pay will be allowed should they be greater than advertised, if the points to be supplied are correctly stated. *Bidders must satisfy themselves on this point,* and also in reference to the weight of the mail, the condition of hills, roads, streams, &c., and all toll-bridges, turnpikes, plank-roads, ferries, or obstructions of any kind by which expense may be incurred. No claim for additional pay based upon such grounds can be considered; 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 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 (5 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 required by law, and a certificate of the post office where the guarantee, and the oath of the bidder according to section 246, act of June 8, 1872.

12. Bidders should first see if they can serve strictly according to the advertisement, and then, if they desire, separately for different service; and if the register 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) 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 clearly 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.

16. Sealed bids should not be submitted; nor should bids once submitted be withdrawn. No withdrawal of a bidder or guarantor will be allowed unless the request be received twenty-four hours previous to the time fixed for opening the proposals.

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

18. The Postmaster General reserves the right to reject any bid which may be deemed of extraordinary and also to withhold the bids of failing contractors and sureties. (Act of June 8, 1872, section 245.)

19. The bid should be sealed, superscribed "Mail Proposals, Ter. of Utah," addressed to the "Contract Office."

20. Bids of $5,000 per annum and upward must be accompanied by a certified check, or draft, on some solvent national bank, for 5 per cent. of the amount they could get paid for one year, if 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 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.

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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.—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.

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 throughout the whole contract term.

18. Section 219 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 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. 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 disregard 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 filling 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 failure to enter into or perform the contracts for the service proposed for in the accepted bids, severe 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 lists and vouchers, it is the duty of the postmaster at the head of the route to make requisition on the Contract Office of this Department for a sufficient number of them before 1st July next, provided the route be located.

JNO. A. J. CRESWELL,
Postmaster General.

VICTORY! VICTORY!!

THE

WILSON *Sewing* MACHINE

TAKES

Five Medals