Solomon's Cave.

I send you by to-day's mail a hasty sketch of our new discovery. I have just returned from King Solomon's Cave, up Ophir gulch, of the existence of which you are no doubt aware, as it has been mentioned in some of the Territorial papers. Yesterday morning, however, four of us determined upon further investigation to satisfy ourselves, if possible, of the extent of the cave. The party was made up of Hosea Lon Whittier, Geo. Barnard, "Abe" Echols, and your informant. We outfitted with three days' rations, blankets, candles, pitch-pine for torches, twine, a compass, and in short, everything necessary to procure a thorough exploration. We reached there at 8 o'clock, and proceeded to the Middle Chamber, as it is called, where we made camp, and after an hour's rest began our labors.

At the end of the Middle Chamber are a number of long, narrow passages. Into the largest of these we insinuated ourselves, one behind the other, and by sometimes crawling, and again finding room to walk half erect, we worked our way for over 400 feet, when we suddenly emerged into a most magnificent chamber, the ceiling of which we found to be about thirty-five feet high, the length of the room eighty-six feet, and width fifty-four feet. As we held high our flaming torches, the walls presented an appearance of beauty and grandeur it seldom falls to the privilege of mortal eye to witness. At first sight we were impressed with the belief that this wonderful chamber had been cut out of the solid rock by human hands; for it did not seem possible that nature could by accident form so rare a temple, with such a wonderful display of architecture, beneath the surface of the earth. After somewhat recovering from our surprise, we proceeded to examine minutely this strange place. Immediately to the right of the entrance, and in the corner close to the wall, we discovered indications of an old fireplace. Several small pieces of charcoal were picked up, and the blackened floor, as well as the smoke-stained wall, furnished evidence that in this hall some persons or persons had at one time taken refuge. Continuing along the right side, we had not progressed over forty feet when we met with further evidence of the cave having once been the hiding-place of men. Leaning against the wall was a huge plate of copper, fifty-seven inches in length, and thirty-six inches in width, and about one fourth of an inch in thickness. This we took to be a shield, as near the center were two holes eight inches apart, used doubtless for inserting a strap through which to slip the arm. It was wrought by hand, as the marks of a sledge or other heavy instrument were plainly visible on it. On discovering this, a feeling akin to fear came over the party, and we were almost ready to beat a hasty retreat and leave further investigations to those who delight to explore tombs and resurrect the remains of those who lived in the ages of long ago, which it was intimated by one of the company that we might possibly find hidden treasure, or trinkets of value, stowed away in some nook or corner; and preparing new torches with increased energy we renewed the search.

About ten feet beyond where the shield was found and eight feet from the floor was a cavity in the wall, ten feet in length, and over four feet high. Placing a few large stones one upon the other, Barnard climbed up and held his light in to see the extent of the opening, but he immediately turned toward us with a frightened look, and it was some seconds before he could explain the nature of the discovery he had made. But when he assured us that a niche lay a petrified giant, all were eager to get a look at him and one after another we climbed up and gazed in. The opening had every indication of being natural, no marks of tools were visible within it. (In the cascade wall in the first chamber are a number of similar caverns, but not so large.) Two of the party being hoisted up to take the dimensions of the monster man. He was found to be nine feet seven and a half inches in length, thirty-eight inches across the breast, and two feet deep. He was covered from head to foot with a coating from one to two inches in thickness, similar to that found on roofs and pillars in a number of places, hard as limestone, and along the sides, this casing, as it appeared at first to be, had united with the rock of which it lay, leaving this relic of the stone age, or some other distant age, literally encased in a coffin of stone. A helmet of brass or copper, of gigantic proportions, was upon his head, which the corrosive elements of time had sealed to his brow. It is the most perfect petrifaction I have ever seen, the whole body being as solid as though cut out of a block of marble. Near this rare specimen were found two mammoth spear heads, eighteen inches in length and six inches in girth at the widest point. One of them was intended to be fastened in a handle, after the fashion of an arrow-head, while the other had a socket of copper into which to insert a huge pole or handle.

Near by on the floor, was picked up a large hollow cone of copper, probably manufactured from the tusk of some leviathan of the land, which one of the party suggested was a portion of the war accoutrements of the giant, as such a weapon, on the end of a forty foot pole, in the hands of active attendants, would be a success in dragging out the victims of the great warrior as fast as he slew them, and by this means keep the way clear.

On the wall near the tomb were discovered some strange looking letters, or characters of some kind, and the picture of three ships, apparently having been executed with a sharp-pointed instrument. There were 80 figures resembling ours, though I have no doubt the writing, if interpreted, would give the history of the giant king of the cave, whose body lay stone dead before us. Enclosed I send a fac-simile of the drawings of the ships, and a portion of the writing [illegible] the height of the outside masts.

On the opposite side of the room from this, we discovered a huge flat stone leaning against the wall. On the smooth surface of this was also the engraving of a ship, much larger than the others, and near the bow, the picture of a large man with spear in hand, apparently intended to represent an explorer landing and taking possession of some country. (Accompanying this is a copy of the drawing, though done through haste and [illegible] this huge stone, a passage-way, four feet high, and in some places wider than that, led us into a small chamber, about thirty feet square, though much more interesting than any of the others. Here the party became almost wild at the strange and curious things. Bones of men and animals were strewed around, which were two or three skulls. Near the center of the room was a primitive quartz crusher, in the shape of a large stone, hollowed out like a mortar. Around this were a number of tools, large and small, and one large hedge lay on the edge of the mortar just as the workman left it when he struck his last blow at least a thousand years ago. The tools, so far as examined, were found to be copper, though tempered to an alloy apparently to them as hard as steel. Considerable quantities of stone implements were picked up, and about a half ton of [illegible] some part of the cave, probably further on, in the solid rock, and these giants, were at work there when Christ was crucified.

[illegible]

Copied from Salt Lake Tribune of Nov. 26, 1873.

Post Office Department,

WASHINGTON, *October 1, 1873.*

PROPOSALS will be received at the Contract Office of this Department until 2 p.m. of February 9, 1874, (to be decided on or before March 5, 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 departures and arrivals herein specified; being routes established at third session of 43d Congress, and first session of 43rd 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, 40 miles and back, six times a week.
Leave Salt Lake City daily, except Sunday, at 5 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, 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 2 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 Wasatch, 25 miles and back, three times a week.
Leave Salt Lake City Monday, Wednesday, and Friday at 8 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, to 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 Granite City, to Alta, 27 miles and back, three times a week.
Leave Salt Lake City Monday, Wednesday, and Friday at 7 a m;
Arrive at Alta by 4 p m;
Leave Alta Tuesday, Thursday, and Saturday at 7 a m;
Arrive at Salt Lake City by 4 p m.

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

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

41108 From Lehi City, by American Fork, Pleasant Grove, Provo City, Springville, Spanish Fork, Salem, Payson, Spring Lake, Santaquin, Moroni, 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 5 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 Stonesville, 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 pm.

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, 78 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 1 p m;
Leave Eureka Tuesday, Thursday, and Saturday at 7 a m;
Arrive at Payson by 6 p m.

41113 From Salt Creek, by Fountain Green, Fairview, Mount Pleasant, Moroni, Spring City, Ephraim, Manti, Gunnison, Salina, Glenwood, Rich old, Inverury, and Monroe, to Bullion, 145 miles and back, three times 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, Cedar City, Hamilton's Fort, Kanarra, 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 8 a m;
Arrive at Panaca Wednesday at 5 p m;
Leave Panaca Thursday at 8 a m;
Arrive at Cedar City Saturday by 6 p m.

41118 From Toquerville, by Virgin City, Hudson's Ranch, Grafton, Rockville, Springdale, Shonesburgh, Winsor, and Kanab, to Johnson, 85 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 8 a m;
Arrive at Toquerville next day by 5 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 Erda, to Huntsville, 24 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 Plain City, 10 miles and back, twice a week.
Leave Ogden Monday and Thursday at 7 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 2 pm.

41123 From Ogden City, by Lynne and Slaterville, to Plain City, 20 miles and back, twice a week.
Leave Ogden City Tuesday and Friday at 8 a m;
Arrive at Plain City by 7 p m;
Leave Plain City Tuesday and Friday at 11 a m;
Arrive at Ogden City by 2 pm.

41124 From Ogden City, by Alma, to Hooper, 34 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 pm.

41125 From Corinne, by Bear River City, Portage, Malade City (Idaho), Dalton, Mud Springs, Elwood, Corinne, Bonneville, Rich City, Paris, Nounan, Ovid, Oneida, Oneida Silver Star, Fish Haven, Green Bluff (n. o.), White Hall, Boulder Valley, Grantsville, Clover and Gunnison, to Malemute City and Salt Lake City.
Schedule: 104 days. Winter schedule 154 days.
Present pay, $4,000.

41126 From Corinne, by Bear River City, Portage, Malade City (Idaho), Dalton, Mud Springs, Elwood, Corinne, Bonneville, Rich City, Paris, Nounan, Ovid, Oneida, Oneida Silver Star, Fish Haven, Green Bluff (n. o.), White Hall, Boulder Valley, Grantsville, Clover and Gunnison, to Malemute City and Salt Lake City.
Schedule: 104 days. Winter schedule 154 days.
Present pay, $4,000.

41127 From Wellsville to Mendon, 6 miles and back, once a week.
Leave Wellsville Thursday, Wednesday, and Friday at 8 a m;
Arrive at Mendon by 10 a m;
Leave Mendon Thursday, Wednesday, and Friday at 12 m;
Arrive at Wellsville by 2 p m.

41128 From Logan, by Paradise City, to Franklin, 12 miles and back, once a week.
Leave Logan Tuesday, Thursday, and Saturday at 8 a m;
Arrive at Franklin by 11 a m;
Leave Franklin Tuesday, Thursday, and Saturday at 12 m;
Arrive at Logan by 3 p m.

41129 From Logan, by Paradise City, Franklin, and Preston, to Oxford, 45 miles and back, twice a week.
Leave Logan Tuesday and Friday at 7 a m;
Arrive at Oxford by 6 p m;
Leave Oxford Wednesday and Saturday at 8 a m;
Arrive at Logan by 6 p m.

41130 From Kelton, by Dry Creek (Idaho), Idaho City, Ruby City, Middleton, Falk's Store, Payette Store, Fayetteville, Express Ranch (Oregon), Boise City, Union, Lewisander Crossing, Cayuse, Weston, Milton, Walla Walla, Pendleton, Umatilla, Wasatilla, Scott's, and Dalles 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, $33,000 per annum.

41132 From Evanston (Wyo.), by Woodruff (Utah), Randolph, Laketown, Swan Creek (n. o.), Fish Haven (Idaho), St. Charles, Bloomington, Harris, Ovid, Liberty, Paris, Nounan, Georgetown, to Soda Springs, 135 miles and back, once a week.
Leave Evanston Monday at 8 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, for the sum of ——, 1873, for the annual sum of ——

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

Dated —— Bidder.

Guarantee.

The undersigned ——, 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 guarantees; 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 the sum 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 218 OF AN ACT OF CONGRESS APPROVED JUNE 5, 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 —— to ——, do swear that I have the ability pecuniarily 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 the 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 also conditions to be incorporated in the contracts to the extent the Department may deem proper.

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

2. On routes where the mode of conveyance 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, prepared by postmasters or other agents of the Department, will accompany the mails, specifying 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 trips not performed; and for such omissions, if the failure be occasioned by the fault of the contractor or carrier, three times the pay of the trip will be deducted. For arrival 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 contract 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 discontinue or extend a contract, change the schedule and terminus of a route, 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, if he deems it expedient so to do; and, if the additional trips or carriers be required, he may annul such contract, if the compensation, or any part thereof, be refused by the contractor, one month's extra pay on the aggregate 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 other agents of the Department, on the 1st day of November, February, May, and August, provided that required evidence of service has been received.

10. The mails are believed to be substantially correct, but no increased pay will be allowed should they be greater than admitted. If the routes 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 bridges, streams, &c., and all tollbridges, turnpikes, plank roads, and other obstructions of any kind by which expense may be incurred. [illegible] bridges destroyed, ferries discontinued, or other obstructions causing or increasing distance or express occurring during the contract term. Offices established after this advertisement is issued, and also those in the contract term, are to be visited without extra pay, if the distance be not increased.

11. Bidders are cautioned as mail their proposals in time to reach the Department by the hour of noon of (8 p.m., Feb. 8, 1874) as bids received after that time will not be considered in competition with bids of reasonable amounts, received in time. Neither can bids be considered which are not within the penalties prescribed by law, and a certificate of the sufficiency of such guarantee, and the oath of the bidder accordingly to section 218, act of June 8, 1872.

12. Bids should first express for service, if any, should first express for service, and then, if they desire, separately and distinctly, the lowest sum for which they will be the lowest offerers for the service, if any offer, the other propositions may be considered.

13. There should be but one bid for each route.

14. Bids should be not less than $100 for a route. No bid for less than one mile, or combination bids (proposing one sum for two or more routes) cannot be considered.

15. The contractor's name, 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 firm bids, should be written in full.

16. Bids should be signed by the bidder in person, if a natural person, and if by a firm, should be signed plainly with the full name of each member of the firm. [illegible] the right to reject any bid which may be deemed too low, or which may be deemed too high, or any bid from a person who has failed to perform satisfactorily a former contract. (Act of June 8, 1872, section 218.)

17. No bid will be accepted or contract awarded to a Member of Congress, or to the Chief Clerk of the Post Office Department, or to any person in the employ of any Department of the Government, or to any person who is a member of any firm, company, association, or corporation, or who shall be interested in any contract, or in the profits thereof, or in any business connected therewith, or in any manner, directly or indirectly, in the business of the Post Office Department, except the bidder be a corporation for its general benefit.

18. Bids from persons who have failed to perform other contracts, or who are indebted to the Department, will not be considered.

19. Bids for contracts, or of interest in contracts, are forbidden by law, and criminally punished, and cannot be allowed. Bids, or interest in bids, to 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 243 of the act of June 8, 1872, provides that contracts for the transportation of the mail shall be "awarded to the lowest responsible bidder, offering sufficient guarantee for faithful performance, without other reference to the mode of such transportation that 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 other bids. Modifying 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 guarantees 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 matter, or thing relating to the post office. They are the trusted agents of the Department and cannot consistently act in both capacities.

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

2. Present contractors, and persons known at the Department, must, equally with others, produce guarantees and certificates of the sufficiency of sureties, 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.

F. A. MITCHELL ..... DAVID JAMES

Mitchell & James

RESPECTFULLY announce to the public that they have

REMOVED

To their new premises on

West Temple Street,

Opposite the City Meat Market,

Where they hope, by strict attention to business and small profits, to merit the continued patronage so liberally bestowed upon them.

Tin, Sheet Iron & Coppersmiths

Furnace Work and Roofing.

GALVANIZED IRON CORNICE. GAS, WATER and STEAM FITTERS.

WEST TEMPLE ST.,

Opposite City Meat Market.

d124 1y

VICTORY! VICTORY!!

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 was awarded the grand prize at the Vienna Exposition for being the best sewing machine.

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

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

VIENNA, August 19.

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

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

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

FOR SALE $20.00 CHEAPER

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

CALDER & CARELESS,

Sole Agents for Utah.

d335 1m w52 3m

Clean Cotton Bags and Gunny Sacks

TAKEN ON

SUBSCRIPTION

AT THE

DESERET NEWS OFFICE.

☞ Some bale Clean Cotton Rags Taken. ☞ People from the City will please bring them on Wednesday and Thursday.

DAVID O. CALDER.

WHITE STAR LINE!

Between New York, Cork and Liverpool.

THE magnificent new and well-appointed Steamships of this celebrated line are sailing between the above ports, as follows:

[illegible]

Cabin passage, $80 and $100, according to accommodation. Steerage, $30 and $35 to Liverpool, Queenstown, Glasgow, Londonderry, Belfast, or Cork. Children under 12, half price; under 1 year, free. Steerage passengers to Liverpool, $1 extra. Steerage passengers to Glasgow, $2 extra. Steerage passengers to Londonderry, Belfast, or Cork, $3 extra. Steerage passengers to Hamburg, Bremen, or Havre, $5 extra. Steerage passengers to Copenhagen, $10 extra. Steerage passengers to Christiania, $12 extra. Steerage passengers to Stockholm, $15 extra. Steerage passengers to Gothenburg, $18 extra. Steerage passengers to Paris, $2 extra. Steerage passengers to Cherbourg, $3 extra. Steerage passengers to Antwerp, $4 extra. Steerage passengers to Rotterdam, $6 extra. Steerage passengers to Amsterdam, $7 extra. Steerage passengers to Hamburg, Bremen, or Havre, $5 extra. Steerage passengers to Copenhagen, $10 extra. Steerage passengers to Christiania, $12 extra. Steerage passengers to Stockholm, $15 extra. Steerage passengers to Gothenburg, $18 extra. Steerage passengers to Paris, $2 extra. Steerage passengers to Cherbourg, $3 extra. Steerage passengers to Antwerp, $4 extra. Steerage passengers to Rotterdam, $6 extra. Steerage passengers to Amsterdam, $7 extra.

Chapped Hands and Face

SORE LIPS, Dryness of the Skin, [illegible] Chapped Hands, Face and Lips, Sore Nipples, Chafing, Scalds, Burns, Bruises, Sunburn, Insect Stings, Bites, Scratches, Piles, Sore Eyes, Sore Throat, Rheumatism, Neuralgia, Toothache, Earache, Pain in the Side, Back or Bowels, Cramps and Spasms, Diarrhœa, Dysentery, Cholera Morbus, Colic, Chilblains, Frost Bites, Corns, Bunions, Felons, Boils, Tetter, Ringworm, Salt Rheum, Scald Head, Pimples on the Face, Blotches