THE EVENING NEWS.

Wednesday, - - Dec. 31, 1873.

EDITORIAL EXCURSION TO SALT LAKE.

SALT LAKE CITY, Aug. 14.

To-day we have been the guests of the Deseret Agricultural and Manufacturing Society. We visited the Warm [Hot] Sulphur Spring, about five miles north of the city. The spring comes to the surface at the foot of a limestone ledge near the road in a powerful current of clear water, of the temperature of 135 deg. Fahr. The discharge is at least a thousand gallons to the minute. One cannot bear the hand in the water in the pool through which it flows. Notwithstanding its heat there is vegetation at the bottom, and our botanists secured plants for their collection. Nearer the city there is a smaller spring, of the same [much lower] temperature, which is much used for bathing. A convenient house has been erected for the purpose, and it is a place of popular resort for invalids and others.

Thus early in the history of the city, a museum has been established, in which a great variety of articles of historical value are preserved. There are several stone mills of the Ute Indians in complete order, showing their mode of grinding corn; also their bows and arrows, and the portraits of their chiefs. There are quite large collections of their minerals, of the woods in the mountains used for timber, of their birds and animals, and many things brought from foreign lands by the missionaries All this is creditable to a young community who have been so busy in their struggle for subsistence.

A few of us who were interested in fish culture, took a ride with A. P. Rockwood out to his farm, some five miles out of town, and to the hatching house of Zion's Co-operative Fish Association. The road took us through very fine farms, a part of them reclaimed from the swamp and a part of them from the alkali. The crops now upon these lands are as fine as anything we have seen in our journeyings. The process of reclaiming the swamp has been by draining. Ditches have been sunk several feet below the surface, and the dry land and the reclaimed swamp has now a complete system of irrigation. We saw many wheat fields just ready for the reaper, or already in shock, that would yield fifty bushels to the acre. In some cases the wheat had lodged. The valley, which extends thirty miles south of the city, will average nearly twenty miles in width between the mountain ranges. Nearly all the cultivation as yet is upon the east of the Jordan, which runs from Utah Lake into the Salt Lake through the middle of the valley. The water used for irrigation is taken from the canons of the Wasatch range on the east side. So extensive is the cultivation that all the water from these canons is now exhausted. The principal crops cultivated are wheat, oats, corn, potatoes and truck for the city market. We have rarely seen more luxuriant harvests than were ripening upon these irrigated fields.

Mr. Rockwood is a pioneer in the work of reclaiming alkaline soils. These lands were formerly thought to be worthless for all farm crops. He was ridiculed for his attempt to reclaim them. He had learned in his boyhood that wood ashes could be deprived of their potash by the process of leaching, and it occurred to him that alkaline salt might be washed out of the earth, and good crops be raised where nothing but sage and greasewood grew. He prepared his irrigation ditches, and turned the water upon these soils for five years before he accomplished his purpose. The land was cured by water alone, and he now secures large crops of grass and grain. We were shown extensive fields of grass that would turn two to three tons of hay to the acre, and were judged to be worth fifty dollars an acre standing. The principal cultivated grass is red top. We have so much land of this kind in our domain, that I regard this experiment as a matter of national importance. We have millions of acres of government land, worthless for all agricultural purposes, that can be made highly productive by irrigation. They improve rather than deteriorate by cultivation, and will yield thirty bushels of wheat to the acre. These irrigated lands are so valuable that an association has been formed to take the water from Jordan river, near Utah Lake, and distribute it by a canal upon the west side of the valley. It is thought that nearly ninety square miles can be made productive by this stream.

The fish ponds covered have bought 22 acres of land for their operations. There is a cold spring, with a discharge of about 500 gallons per minute, which furnishes water for the ponds. The trout are of the black speckled variety found in the streams upon both sides of the mountains, and their habits, as learned at this establishment, show them to be a distinct variety. While our *Fontinalis* spawn in November, and in the wild brooks are generally thrown in a month, these do not commence spawning until the last of April. While ours require from 40 to 70 days to hatch, these hatch in 14 days. The eggs are also smaller. The stock trout, about 250 in number, were taken from Weber river about two years ago, and will weigh from one to three pounds. We saw large trout in the market in the city, brought from Utah Lake, which we judge to be the same variety found in the creeks. As tested at the table, we do not think them at all equal to the *Fontinalis* in flavor. The common price is 20 cents a pound at retail. The other common varieties of fish are the mullet, chub and sucker. In Bear lake, in the northern part of this valley, there is a red-fleshed lake trout, which is said to be very fine. Mr. Rockwood hatched about 200 eggs his first season, and 10,000 the present spring. He had secured some eggs of the *Fontinalis* from the East, and about 600 of them had hatched and were doing well. He has lost very few of his parent fish, and he has the prospect of a large supply of spawn next spring. He had received from Prof. Baird about 6,000 shad fry from the East, which were planted in Jordan river in July. The attempt to raise shad in this stream, which flows into Salt lake, but has no communication with the sea, is an experiment of great interest to all fish culturists. They will have access to salt water in the lake, but the brine is so strong that hitherto no fish has been found in its waters. The mouth of the Jordan is a large bay of brackish water, which is said to abound in fish. Will the shad find here its favorite food, and deposit its spawn in the upper waters of the Jordan? No one is well enough acquainted with the habits of the fish to tell the result. The experiment which Prof. Baird proposes to try in this lake with oysters has hardly so fair a chance for success. The waters are said to be one-third salt, and that is a much larger proportion than sea water.

In the afternoon we were the guests of the Deseret Agricultural and Manufacturing Society, of which Hon. W. Woodruff is the President, and made an excursion over the Utah Southern railroad to Little Cottonwood Canon. We went as far as the narrow gauge up the canon, and then took a buggy and drove up the canon to the terminus of the narrow gauge, where we found a large number of wagons, with their owners, loading with cords of wood, and large quantities of wheat, corn and potatoes from the broad meadows just below, all heavily burdened with grain. The labor of preparing these irrigation ditches, by a people struggling with poverty, has been immense. But these golden harvests, ripening in the summer sun, bear cheerful testimony to the wisdom of these labors. We have not seen in all our journeyings through the best agricultural regions of our country a more gorgeous sight than this valley of the Jordan.

The narrow gauge road was built for the benefit of a silver mine up the canon and large quantities of ore are brought down the road for smelting. This mine, called the Flag Staff, yields about 200 tons of a galena ore with silver in it. The granite stratum from which this ore is taken crosses the canon nearly at right angles, and immense boulders of this light colored stone have been rolled into the valley by the action of frost or other agencies. It is in this valley that they have such heavy falls of snow as to bury the miners' cabins, and prevent all egress sometimes for weeks in the winter.

It is from this point that the Mormons have taken the stone for the foundation of their temple, which they have been at work upon for the last sixteen years, and which be now only just appears with this surface. Formerly this stone was carried by ox teams a distance of twenty miles or more to the city. Now the immense blocks are transported by rail. * * *

The scenery in the Little Cottonwood canon is very fine. It is appreciated by rattlesnakes, and this is an important drawback to free locomotion in this charming valley. Some scores have been killed the present season, one with 18 rattles, and there are plenty more of the same sort left.

After our return from the excursion we were honored with a public reception at the City Hall, where we had the pleasure of meeting socially the Mormon leaders with some of their wives and daughters. At the close of the entertainment, some four hundred of the children, with their Sabbath school teachers, came into the hall and sang a few of their hymns. Addresses were made by several of our party and other gentlemen who were present. We learned, at this interview, many interesting facts in regard to the religious and social condition of the people, and the business enterprises of the city.—*W. C. in Country Gentleman*

CHICAGO TRADE.

AMES, SHERMAN, & CO.,
Jobbers of
HATS, CAPS, FURS,
Robes, Buck Goods,
AND
UMBRELLAS.
Nos. 111 and 116 Wabash Avenue,
CHICAGO.
GEO. C. AMES,
GEO. C. SHERMAN,
F. T. SHERMAN.
Our Goods are kept by Z. C. M. I., and the principal stores throughout the Territory.
d243 6m

G. H. DAMON. J. E. G. SCOTT.
DAMON TEMPLE & CO.,
Manufacturers of
GENTS' NECK WEAR,
And Jobbers of
LINEN & PAPER COLLARS,
Cuffs, Jewelry, &c.
☞ Our Goods can be obtained through Z. C. M. I. and all its branch stores.
Nos. 111 & 113 Wabash Ave., CHICAGO
No. 87 Summer St., BOSTON.
D. M. DAMON. J. S. TEMPLE. A. P. DAMON.
d1206 6m

RAILROADS.

C. P. R. R.
ON AND AFTER MONDAY, SEPT. 22th, 1873 Trains will leave OGDEN daily, as follows:
5.50 p.m. Passenger Train for Sacramento and San Francisco.
5.55 p.m. Freight Train for Sacramento and San Francisco.
T. H. GOODMAN,
Gen'l Passenger and Ticket Agent.
A. N. TOWNE,
Gen'l Sup't.
GEO. H. RICE,
Agent, Salt Lake City.
Office with Marshall & Carter, over W. F. & Co's Bank.

THE CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD
THE Great Central Iowa Short Line Overland Route, with its connections East and West, is the
Shortest, Quickest and Best Route Between the
PACIFIC & ATLANTIC
Via
Des Moines, Rock Island and Chicago.
Our only route carrying the through Overland Letter Mail, making close and reliable connections at
OMAHA,
With trains arriving from the West by Central and Union Pacific Railroads, and at
CHICAGO,
With all Fast Express Trains, East, North and South.
☞ The most elegantly furnished PARLOR SLEEPING CARS ever used on any railroad are now built, owned and run by this Company between
OMAHA AND CHICAGO.
THROUGH TICKETS to all points East can be obtained at Company's Office, 205 Montgomery Street, and at C. P. R. R., offices in San Francisco and Sacramento.
Be sure your tickets read VIA ROCK ISLAND.
A. M. SMITH,
General Passenger Agent, Chicago.
HUGH RIDDLE, Gen'l Sup't, Chicago.
d241 6m

LOUISIANA, MO.,
SHORT ROUTE,
Via St. Louis, Kansas City and Northern and Chicago and Alton Railroads,
From
Kansas City to Chicago,
WITHOUT CHANGE.
Crossing the Mississippi at Louisiana, Mo., and passing through Jacksonville, Bloomington and Joliet.
The Best, Quickest and Most Direct Route from Kansas City to
Louisiana, Mo., Pekin, Bloomington, Milwaukee, Lexington, Rochester, Troy, Harrisburg, Boston, Burlington, Ia., Fulton, Springfield, Ill., St. Paul, Pittsburg, Hamilton, Syracuse, Albany, Philadelphia, Jacksonville, Alton, Joliet, Detroit, Buffalo, Toronto, Utica, Springfield, Md. Baltimore, Whitesides, Rock Island, Chicago, Toledo, Niagara Falls, Rochester, Schenectady, Worcester, New York.
And all points East and North and in Canada.
Elegant Day Cars and Pullman Palace Sleeping, Dining and Smoking Cars run through WITHOUT CHANGE between St. Louis and Chicago and Kansas City and Chicago.
The only line running these cars between St. Louis and Chicago, and running both Pullman Sleeping and Dining Cars between Kansas City and Chicago.
Connects in Union Depot, Chicago, for Philadelphia, Baltimore, New York, Boston and all points East.
JAMES CHALMERS,
General Passenger Agent, Chicago.
T. J. C. McMILLEN,
General Sup't, Chicago.
d81

WM. LUBBES & CO.,
Washington Meat Market,
Since Relief, Corner of Third South Street.
Are selling all Kinds of MEATS of the Best Qualities. Prices Cheaper to Suit.
☞ Come and see for yourself and purchase your Christmas joint.
d271y

CASTLE BROS.,
Importers of
TEAS, COFFEES, SUGARS
AND RICE
213 and 215 Front St., San Francisco
d243

Post Office Department,

WASHINGTON, October 1, 1873.

PROPOSALS will be received at the Contract Office of this Department until 2 p.m. of February 7, 1874, to be decided on or before March 2, 1874, for conveying the mails of the United States in the Territory of

UTAH,

From July 1, 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 43d Congress, and others.

Examine carefully the forms and instructions annexed.

An Act of Congress of March 3, 1872, requires that bids of $50,000 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 6 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 6 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 6 a m;
Arrive at Bingham Canyon by 6 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 Pioneer Mill and Parley's Park, to Kamas, 75 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, 20 miles and back, once a week.
Leave Salt Lake City Thursday at 6 a m;
Arrive at Herriman by 12 m;
Leave Herriman Thursday at 1 p m;
Arrive at Salt Lake City by 7 p m.

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

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

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

41108 From Lehi City, by American Fork, Pleasant Grove, Provo City, Springville, Spanish Fork, Salem, Payson, Spring Lake, Santaquin, Mona, Salt Creek, Levan, Chicken Creek, Scipio, Holden, Fillmore City, Meadow Ranch, Cove Creek, Beaver, Adamsville, Minersville, and Parowan, 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 Provo City, by Vernal, Fairfield, and Homansville, to Eureka 50 miles and back, three times a week.
Leave Lehi City, Monday, Wednesday, and Friday at 6 a m;
Arrive at Eureka next days by 12 m;
Leave Eureka, Tuesday, Thursday, and Saturday at 1 p m;
Arrive at Lehi City next days by 7 p m.

41110 From Alpine City to American Fork, 6 miles and back, once a week;
Leave Alpine City Thursday at 1 p m;
Arrive at American Fork by 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, Mercur, Spring City, Ephraim, Manti, Gunnison, Salina, Glenwood, Koch old, 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 am;
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, 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.
Not 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 p m;
Arrive at Cedar City Saturday by 6 p m.

41118 From Toquerville, by Virgin City, Duncan's Retreat, Grafton, Rockville, Springdale, Orderville, Glendale, Winsor, and Kanab, to Johnson, 86 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.

41122 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 2 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, Portage, Malade City (Idaho), Dale, Bois Fork, Fort Hall, Corbett's Station, Marie Rock, Market Lake, Watson (Mont.), Point of Rocks, Gafferty, Crawford, Silver Star, Pale Face, Iron Bar (o. o.), White Hall, Boulder Valley, Silverton City, and Cancey, to Helena, 180 miles and back, daily.
Summer schedule 10½ days. Winter schedule 14½ days.
Present pay, $47,500.

41126 From Brigham Station, by Brigham City, to Mikland City, 20 miles and back, twice daily to Brigham City, 10 miles, and three times a week to Mikland City, by Mikland Station and Corinne, 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 Wellsville, by Providence, Millville and Hyde Park, to Logan, 15 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 8 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, Milton, Walla Walla, Pendleton, Meadowville, Umatilla, Scott's, and Spokan Holmes, 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, $23,000 per annum.

41132 From Evanston (Wyo.), by Woodruff (Utah), Randolph, Laketown, Swan Creek (n. o.), Fish Haven (Idaho), St. Charles, Bloomington, Harris, Ovid, Liberty, Montpelier, and Georgetown, to Soda Springs, 135 miles and back, six a week.
Leave Evanston Monday at 6 a m;
Arrive at Soda Springs Wednesday by 4 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 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.

We, 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 bids not exceeding not less than 5 per centum of one year's pay proposed in bid.—(Section 2[illegible], 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 APPLIED TO EACH BID FOR CARRYING MAILS, BY AN OFFICER QUALIFIED TO ADMINISTER OATHS.

I, ——, of ——, bidder for conveying the mail on route No. ——, from ——, ——, 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 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[illegible], 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 exchanging 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 several bags, to be examined by the postmasters, to insure regularity in the delivery of bags and pouches.

4. No pay will be made for trips not performed; and for each of such omissions, if the failure be occasioned by the fault of the contractor or carrier, three times the pay of the trip will be deducted. For arrivals so far behind time as to break connection with depending mails, and not sufficiently excused, one-fourth of the compensation for the trip is subject to forfeiture. For repeated delinquencies of the kind herein specified, 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 accommodation of passengers, or for any interest 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 guardians of distressed persons, for failing to arrive in contract time; for neglecting to take the mail from, or deliver it into, post-offices; for suffering it to be lost or injured, destroyed, robbed, or lost; and for refusing, after demand, to convey the mail as frequently as the contractor rules it to be 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 person 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 the increased speed, if the employment of additional stock or equipment is rendered necessary; and in case of decrease, curtailment or discontinuance of service, as a full indemnity to said contractor, one month's extra pay, on the amount of service dispensed with, and a pro rata compensation for the service retained. *Provided, however,* that, 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 February, May, August, and November, provided that required evidence of service has been received.

10. The Allowances given are believed to be substantially correct, but no increased pay will be allowed should they be greater than stated, if the point to be supplied are correctly stated. *Bidders must judge themselves on this point,* and also in reference to the weight of the mail, the condition of the roads, streams, and all self-bridges, turnpikes, plank-roads, and other obstructions of any kind by which expense may be incurred. No allowance of additional pay, based on such grounds, can be allowed; nor for alleged mistakes or misapprehensions as to the speed of service; nor for bridges destroyed, ferries discontinued, or other obstructions causing or increasing distance or expense occurring during the contract term. Offers conditioned on any of this advertisement intended, 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 (3 p.m., Feb. 2, 1874), as bids received after that time will *not be considered in competition with bids* of reasonable amount, received in time. Neither can bids be considered which are without the guarantee required by law, and a certificate of the sufficiency of such guarantee, and the oath of the bidder according to the form herein given.

12. Bidders should first propose for service strictly according to the advertisement, and then, if they desire, separately for different sums, and the service will be let to 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") will not be considered.

14. The route, the service, the yearly pay, the name and residence of the bidder (that by his usual post-office address), and the name of each guarantor, should be firmly stated.

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

Altered bids should not be submitted; nor should bids once submitted be withdrawn or changed after the hour for receiving them shall have arrived, unless the withdrawal or alteration be made the withdrawal to be received twenty-four hours previous to the time fixed for opening the bids.

Such bid will be disregarded by the postmaster general. The bid and guarantee should be signed plainly with the full name of each person.

The Postmaster General reserves the right to reject any bid which may be disadvantageous; and also to discard the bid of any bidder concerning whom Sections 3[illegible] and 3[illegible], Revised Statutes (Act of June 8, 1872, section 2[illegible]), shall have been violated.

The bid should be sealed, superscribed "Mail Proposal," and addressed to "First Assistant Postmaster General, Contract Office, Washington, D. C." Bids not sealed, addressed, and signed as above, will be treated as waived.

Bids for service in Utah Territory will be opened at the office of the First Assistant Postmaster General, in the City of Washington, on the day and hour named for receiving bids.

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 240 of the act of June 8, 1872, provides that "no contract 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 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 a 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 transmitting to the mail service. They are the trusted agents of the Department and cannot consistently act in both capacities.

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

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

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

JNO. A. J. CRESWELL,
Postmaster General.

Best in the World!
So say ONE THOUSAND of the World's most
GIFTED MUSICIANS.
THE HIGHEST AWARD
Was given at the World's Exposition,
Universelle Paris!
The Special Jury, International Jury and two sub-Juries
OF THE
VIENNA EXPOSITION
Including most Eminent Artists and Experts from different countries, awarded the
First Medal
TO THE
MASON & HAMLIN ORGANS,
Thus AGAIN stamping them the
Best in the World
Other American Organs were
NOT FOUND WORTHY
Of any, not even an Inferior Medal.
Sole Agents for Utah,
CALDER & CARELESS

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 TEMEKEEPERS, AT FACTORY PRICES.
Watches Made to Order with my own New and Improved
PATENT ATTACHMENTS.
Viz.
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. ☞ [411 1y

FOR SALE,
DOORS, SASH, BLINDS, MOULDINGS, and Building Hardware, by
WM. PAUL, Jr.,
Builder and Importer of Builders' Finishing Work.
STAIRS
Of all Descriptions Imported and put up on SHORT NOTICE.
N. B.—I have also the agency for W. L. Tustin's Economy and Eureka
WINDMILLS.
The above class of goods constantly arriving; which I will sell cheap for CASH.
Come and see me.
OFFICE AND SALEROOM—South Temple Street—4th block East of Depot. d272

JOE BARKER,
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SAWS SHARPENED,
STOVES REPAIRED, &c.
COMMERCIAL STREET.
d198

BATHS!
WARM SPRING BATHS.
Private & Plunge.
THESE celebrated baths are open to the public at all seasons. Their medicinal properties are so widely known that it is unnecessary to mention them here.
Besides the Private Baths, the large and handsomely furnished ☞ LADIES ☜ BATH HOUSE is now open.
For Ladies and Gentlemen, are now open.
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WHITE STAR LINE!
Between New York, Cork and Liverpool.
THE magnificent new and fast-growing steamships of this celebrated line, carrying passengers to all places of prominence, leave New York every Saturday, from Pier 45, North River, foot of Barrow street, for Queenstown, calling at Cork harbor both ways. Rates as low as by any first-class line. For further information apply to
ALFRED LAGERHEIMS,
General Western Agent, 41 South Water St., Chicago, or to Jos. Hill, Agent, Salt Lake City, Utah.

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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.
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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.

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LIME KILNS
ARE NOW BEYOND ALL DISPUTE ACKNOWLEDGED BY MASTER BUILDERS and Plasterers
The only Kilns in