

## UNITED STATES MAILS.

## TERRITORY OF UTAH.

POST OFFICE DEPARTMENT.  
Washington, July 31, 1865.

PROPOSALS will be received at the Contract Office of this Department until 3 p. m. of Wednesday, February 28, 1866, for conveying the mails of the United States, from July 1, 1866, to June 30, 1870, in the Territory of UTAH, on the routes and by the schedules of departures and arrivals herein specified.

DECISIONS ANNOUNCED BY MARCH 14, 1866.

(Examine the laws, forms, and instruction annexed.)

- 16601 From Salt Lake City, by Union, Draper, Lohi City, American Fork, Pleasant Grove, Provo City, Springdale, Spring Lake Villa, Payson, Santaquin, Mona, Salt Creek, Chicken Creek, and Round Valley, to Fillmore City, 150 miles, and back, twice a week.  
Leave Salt Lake City Monday and Thursday at 7 a. m.  
Arrive at Fillmore City Wednesday and Friday at 5 p. m.  
Leave Fillmore City Monday and Thursday at 7 a. m.  
Arrive at Salt Lake City Wednesday and Saturday at 5 p. m.
- 16602 From Salt Lake City, by E. T. City, Grantsville, Tooele, and Stockton, to Shambip, 75 miles, and back, once a week.  
Leave Salt Lake City Thursday at 6 a. m.  
Arrive at Shambip next day by 6 p. m.  
Leave Shambip Monday at 6 a. m.  
Arrive at Salt Lake City next day by 6 p. m.
- 16603 From Salt Lake City, by West Jordan, to Herriman, 21 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.
- 16604 From Fort Bridger, by Soda Springs, (Idaho), and Bannock City, (Montana), to Fort Benton, 73 miles, and back, once a week.  
Leave Fort Bridger Monday at 7 a. m.  
Arrive at Fort Benton fourteenth day by 7 p. m.  
Leave Fort Benton Monday at 7 a. m.  
Arrive at Fort Bridger fourteenth day by 7 p. m.
- 16605 From Fort Bridger, by Richville, (n. o.), Soda Springs, (Idaho), Upper crossing of Snake River, (n. o.), and Virginia City, (Montana), to Hell Gate, 510 miles, and back, once a week.  
Bidders to propose a schedule of departures and arrivals.
- 16606 From Fort Bridger, by Boise City, and Grande Ronde Valley, (Oregon), to Walla Walla, (Washington Territory), 700 miles, and back, once a week.  
Bidders to propose a schedule of departures and arrivals.
- 16607 From Brigham City, by Wellsville, Paradise, Hyrum, Millville, Providence, Logan, Hyde Park, Smithfield, and Richmond, to Franklin, 55 miles, and back, twice a week.  
Leave Brigham City Tuesday and Friday at 12 m.  
Arrive at Franklin next days by 2 p. m.  
Leave Franklin Wednesday and Saturday at 3 p. m.  
Arrive at Brigham City next days by 6 p. m.
- 16608 From Ogden City, by Mountain, Weber, Morgan, Porter, Croydon, Hennefer, Coalville, Hoytsville, Wanship, Pecos, Kamas, Heber, Mound, Midway, and Charleston, to Provo City, 164 miles, and back, once a week.  
Leave Ogden City Thursday at 6 a. m.  
Arrive at Provo City in five days by 6 p. m.  
Leave Provo City Thursday at 6 a. m.  
Arrive at Ogden City in five days by 6 p. m.
- 16610 From Ogden City to Huntsville, 18 miles, and back, twice a week.  
Leave Ogden City Wednesday and Saturday at 6 a. m.  
Arrive at Huntsville by 12 m.  
Leave Huntsville Wednesday and Saturday at 1 p. m.  
Arrive at Ogden City by 7 p. m.
- 16609 From Ogden City to North Ogden, 7 miles, and back, twice a week.  
Leave Ogden City Wednesday and Saturday at 7 a. m.  
Arrive at North Ogden by 11 a. m.  
Leave North Ogden Wednesday and Saturday at 1 p. m.  
Arrive at Ogden City by 5 p. m.
- 16611 From Ogden City to Plain City, 10 miles, and back, twice a week.  
Leave Ogden Tuesday and Friday at 4 p. m.  
Arrive at Plain City by 7 p. m.  
Leave Plain City Tuesday and Friday at 12 m.  
Arrive at Ogden by 3 p. m.
- 16612 From Wellsville to Mendon, 6 miles, and back, once a week.  
Leave Wellsville Monday at 9 a. m.  
Arrive at Mendon by 12 a. m.  
Leave Mendon Monday at 1 p. m.  
Arrive at Wellsville by 4 p. m.
- 16613 From Franklin to Soda Springs, (Idaho), 85 miles, and back, once a week.  
Bidders to propose a schedule of departures and arrivals.
- 16614 From Alpine City to American Fork, 5 miles, and back, once a week.  
Leave Alpine City Monday at 8 a. m.  
Arrive at American Fork by 11 a. m.  
Arrive at Alpine City by 3 p. m.
- 16615 From Cedar Valley to Fairfield, 5 miles, and back, once a week.  
Leave Cedar Valley Monday at 8 a. m.  
Arrive at Fairfield by 11 a. m.  
Arrive at Cedar Valley by 3 p. m.
- 16616 From Springville, by Spanish Fork Canon, Fairview, Mount Pleasant, Springtown, Ephraim, and Manti, to Gunnison, 87 miles, and back, once a week.  
Leave Springville Saturday at 6 a. m.  
Arrive at Gunnison next day by 6 p. m.  
Leave Gunnison Monday at 6 a. m.  
Arrive at Springville next day by 6 p. m.
- 16617 From Salt Creek, by Fountain Green, Moroni, and Ephraim, to Manti, 44 miles, and back, once a week.  
Leave Salt Creek Wednesday at 6 a. m.  
Arrive at Manti next day by 10 a. m.  
Leave Manti Monday at 6 a. m.  
Arrive at Salt Creek next day by 10 a. m.
- 16618 From Salt Creek, by Poule and Holden to Fillmore City, 66 miles, and back, once a week.  
Leave Salt Creek Monday at 6 a. m.  
Arrive at Fillmore City next day by 6 p. m.  
Leave Fillmore City Wednesday at 6 a. m.  
Arrive at Salt Creek next day by 6 p. m.
- 16619 From Fillmore City, by Meadow, Petersburgh, Cove Creek, Beaver, Paragonah, Parowan, and Summit, to Cedar City, 110 miles, and back, once a week.  
Leave Fillmore City Monday at 6 a. m.  
Arrive at Cedar City Wednesday by 5 p. m.  
Leave Cedar City Thursday at 6 a. m.  
Arrive at Fillmore City Saturday by 5 p. m.

- 16620 From Fillmore City to Deseret, 130 miles, and back, once a week.  
Leave Fillmore City Monday at 8 a. m.  
Arrive at Deseret by 4 p. m.  
Leave Deseret Tuesday at 8 a. m.  
Arrive at Fillmore City by 4 p. m.
- 16621 From Beaver to Minersville, 17 miles, and back, once a week.  
Leave Beaver Tuesday at 7 a. m.  
Arrive at Minersville by 12 m.  
Leave Minersville Tuesday at 2 p. m.  
Arrive at Beaver by 8 p. m.  
Bids for more frequent service invited.
- 16622 From Cedar City, by Kannarville, Toquerville, Harrisburg, Washington, Vineland, and St. George, to Santa Clara, 71 miles, and back, once a week.  
Leave Cedar City Thursday at 8 a. m.  
Arrive at Santa Clara Saturday by 12 m.  
Leave Santa Clara Monday at 8 a. m.  
Arrive at Cedar City Wednesday by 12 m.
- 16623 From Cedar City, by Pinto, Pine Valley, Alger, Barney, and Diamond, to St. George, 80 miles, and back, once a week.  
Leave Cedar City Monday at 8 a. m.  
Arrive at St. George Wednesday by 6 p. m.  
Leave St. George Thursday at 8 a. m.  
Arrive at Cedar City Sunday by 6 p. m.  
Bids for twice a week service invited.
- 16624 From St. George, Utah, to Los Angeles, California, 460 miles, and back, once a week.  
Bidders to propose a schedule of departures and arrivals.
- 16625 From Toquerville, by Virgin City, Grafton and Rockville, to Springdale, 25 miles, and back, once a week.  
Leave Toquerville Monday at 8 a. m.  
Arrive at Springdale by 5 p. m.  
Leave Springdale Tuesday at 8 a. m.  
Arrive at Toquerville by 5 p. m.
- 16626 From Virginia City, (Montana), by Gallatin (n. o.), and Helena, (n. o.), to Fort Benton, (n. o.), 320 miles, and back, three times a week.  
Bidders to propose schedule of departures and arrivals, making due connexion at Virginia City with the route from Fort Hall to that place.

The letters (n. o.) indicate that no office exists at the point named at the date of this advertisement.

## 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, 1866, to June 30, 1870, on route No. \_\_\_\_\_, between \_\_\_\_\_ and \_\_\_\_\_, under the advertisement of the Postmaster General, dated July 31, 1865, with "celerity, certainty, and security," 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 the advertisement.

Dated, \_\_\_\_\_ (Signed.) \_\_\_\_\_

## 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 shall, prior to the 1st day of July, 1866, 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 under the 21st Section of the Act of Congress of July 2, 1836.

Dated, \_\_\_\_\_ (Signed by two guarantors.) \_\_\_\_\_

## 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.

Dated, \_\_\_\_\_ (Signed.) \_\_\_\_\_

The above certificate must have affixed to it a five-cent revenue stamp, cancelled, as the law requires.

## INSTRUCTIONS TO BIDDERS AND POSTMASTERS.

Containing also conditions to be incorporated in the contracts to the extent the Department may deem proper.

- Seven minutes are allowed to each intermediate office, when not otherwise specified, for assorting the mails; but on railroad and steamboat routes there is to be no more delay than is sufficient for an exchange of the mail pouches.
- On railroad and steamboat lines, and other routes where the mode of conveyance admits of it, the special agents of the Post Office Department, also post office blanks, mail bags, locks and keys, are to be conveyed without extra charge.
- On railroad and steamboat lines the route agents of the department, also the British and Canada mails, when offered, and the agents accompanying them, are to be conveyed without charge, and for the use of the United States agents a commodious car, or apartment in the centre of a car, properly lighted, warmed, and furnished, and adapted to the convenient separation and due security of the mails, is to be provided by the contractor, under the direction of the department.
- Railroad and steamboat companies are required to take the mail from and deliver it into the post offices at the beginning and end of their routes, and to and from all offices not more than eighty rods from a station or landing. Proposals may be submitted by the companies for the performance of all other side service—that is, for offices over eighty rods from a station or landing.
- There will be "way-bills" prepared by postmasters, or other agents of the Department, to accompany the mails conveyed on railroads and steamers, specifying the number and destination of the several bags. On other principal routes, likewise, receipts will be required and way-bills forwarded; the latter to be examined by the several postmasters, to insure regularity in the delivery of mails.
- No pay will be made for trips not performed; and for each of such omissions, not satisfactorily explained, three times the pay of the trip may be deducted. For arrivals so far behind time as to break connexion 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.
- 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.
- Fines will be imposed, unless the delinquency be promptly and satisfactorily explained

ed 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 mails 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 postoffice laws, or disobeying the instructions of the department; for refusing to discharge a carrier when required by the department to do so; for running an express as aforesaid; or for transporting persons or packages conveying mailable matter out of the mail.

8. The Postmaster-General may order an increase of service on a route by allowing therefor a *pro rata* increase on the contract pay. He may change schedules of departures and arrivals in all cases, and particularly to make them conform to connexions with railroads, without increase of pay, provided the running time be not abridged. He may also order an increase of speed, allowing, within the restrictions of the law, a *pro rata* increase of pay for the additional stock or carriers, if any. The contractor may, however, in the case of increase of speed, relinquish the contract, by giving prompt notice to the department that he prefers doing so to carrying the order into effect. The Postmaster-General may also discontinue or curtail the service, in whole or in part, in order to place on the route a greater degree of service, or whenever the public interests, in his judgment, shall require such discontinuance or curtailment for any other cause; he allowing as a full indemnity to contractor one month's extra pay on the amount of service dispensed with, and a *pro rata* compensation for the amount of service retained and continued.

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

10. The distances are given according to the best information; but no increased pay will be allowed should they be greater than advertised, if the points to be supplied are correctly stated. Bidders must inform themselves on this point, and also in reference to the weight of the mail, the condition of roads, hills, streams, &c., and all toll bridges, ferries, or obstructions of any kind by which expense may be incurred. No claim for additional pay, based on such ground, can be considered; nor for alleged mistakes or misapprehensions as to the degree of service, nor for bridges destroyed, ferries discontinued, or other obstructions increasing distance, 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, (3 p. m., February 28,) for bids received after that time will not be considered in competition with a bid of reasonable amount received in time. Neither can bids be considered which are without the guarantee required by law and a certificate of the sufficiency of such guarantee.

12. Bidders should first propose for service strictly according to the advertisement, and then, if they desire, separately for different service; and if the regular bid be the lowest offered for the advertised service, the other propositions may be considered.

13. There should be but one route bid for in a proposal. Consolidated or combination bids (proposing one sum for two or more routes) are forbidden by law, and cannot be considered.

14. The route, the service, the yearly pay, the name and residence of the bidder, (that is, his usual post office address,) and those of each member of a firm, where a company offers, should be distinctly stated.

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

Altered bids should not be submitted; nor should bids once submitted be withdrawn. No withdrawal of a bidder or guarantor will be allowed unless the withdrawal is dated and received before the last day for receiving proposals.

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

The department reserves the right to reject any bid which may be deemed extravagant, and also to disregard the bids of failing contractors and bidders.

16. The bid should be sealed, superscribed "Mail Proposals, State of \_\_\_\_\_," addressed "Second Assistant Postmaster General, Contract Office," and sent by mail, not by or to an agent; and postmasters will not enclose proposals (or letters of any kind) in their quarterly returns.

17. The contracts are to be executed and returned to the Department by or before the 1st day of July, 1866; but the service must be begun on that day, or on the mail day next after it, whether the contracts be executed or not.

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

18. Postmasters at offices on or near railroads, but more than eighty rods from a station, will, immediately after the 30th of March next, report their exact distance from the nearest station, and how they are otherwise supplied with the mail, to enable the Postmaster General to direct a mail-messenger supply from the 1st of July next.

19. Section eighteen of an act of Congress approved March 3, 1845, provides that contracts for the transportation of the mail shall be let, "in every case, to the lowest bidder tendering sufficient guarantees for faithful performance, without other reference to the mode of such transportation than may be necessary to provide for the due celerity, certainty, and security of such transportation." Under this law, bids that propose to transport the mails with "celerity, certainty, and security," having been decided to be the only 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.

20. 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, after the last hour set for receiving bids. Making a new bid, with guarantee and certificate, is the only way to modify a previous bid.

21. Postmasters are to be careful not to certify the sufficiency of guarantors or sureties without knowing that they are persons of sufficient responsibility; a disregard of this instruction by postmasters is a violation of their oath of office, subjecting them to immediate removal. All bidders, guarantors, and sureties are distinctly notified that on a failure to enter into or perform the contracts for the service proposed for in the accepted bids, their legal liabilities will be enforced against them.

22. Present contractors, and persons known at

the Department, must, equally with others, procure guarantors and certificates of their sufficiency substantially in the forms above prescribed. The certificate of sufficiency must be signed by a postmaster, or by a judge of a court of record. No other will be admitted. The certificate must also have affixed to it a five-cent revenue stamp, cancelled, as required by law.

W. DENNISON, Postmaster General.

**A CHILD FRIGHTENED TO DEATH BY A MINISTER.**—The London *Times*, of Sept. 20th, reports the following peculiar case of a child dying from the effects of fright, consequent on beholding a minister.

Last evening, Mr. John Humphreys, Middlesex coroner, held an inquiry at the Wellington tavern, Cannon street road, relative to the death of a child named Sarah Ann Young, aged four. Mrs. Emma Young, 120 St. George's street, said:—I am the wife of a warehouseman, and the deceased was my daughter. On Friday last, at 12 o'clock, I went to the parish church of St. George's-in-the-East to be church. I was accompanied by my nurse, Mrs. Richmond, and a girl to mind the baby. The deceased ran along by our side in perfect health. We arrived rather late, and the minister had to go into the vestry to put on his surplice. When he came out the deceased was terrified at his appearance, and screamed out. She could not be quieted, and Mrs. Richmond had to carry her out into the churchyard. Soon afterwards, when I came out, I found her black in the face and foaming at the mouth. She could not walk. We carried her to Dr. Adam's surgery, and she was prescribed for. She was taken home and put into bed. She remained very ill all day, and died between 2 and 3 o'clock in the morning.

Louisa Waldron deposed that the child was in perfect health, tripping along going to the church, and afterwards in the church, until she was seized with terror at the sight of the clergyman in the white gown. She screamed, and became quite prostrate and unable to walk. Dr. Harvey Hall Adam said that he saw the child on Friday in a state of prostration. Death took place during the night.

The post mortem examination showed that the brain and lungs were congested. The sinuses of the brain were full of blood. The body was well nourished. He should say, from the history of the case, that the child died from fright. The jury returned a verdict, "That the deceased child died from the mortal effects of a shock from fright at the appearance of a minister in a surplice while churching her mother."

**THE PACIFIC RAILROAD—TUNNEL COMMENCED.**—The Sacramento *Union* of October 21st says:

S. S. Montague, Engineer of the Pacific Railroad, has just returned from the summit of the Sierras, which point he visited for the purpose of starting the work on the summit tunnel. This tunnel will be 1,750 feet, or about the third of a mile long, 26 feet wide and 20 feet high. The excavation will be sufficiently wide for a double track. The entire work runs through solid granite. It is expected that a year and a half will be required to complete it. The work was started by Montague at both ends. This tunnel is not level, but descends to the east at the rate of 90 feet to the mile. The summit is about 50 miles east of Colfax. Thirteen miles of the road between Colfax and Dutch Flat will be graded by the 1st of January. It is expected that the summit will be reached before the tunnel is completed, and that a temporary track will be laid over it for the purpose of facilitating the work on the eastern slope.

**AN ENGINEER AT HOME.**—The English papers announce the death of Mr. Appold, an engineer, at Clifton, England. He was well known in his profession in connection with some important engineering enterprises. The most remarkable proofs of his cleverness as an inventor, however, were collected in his own house and the works adjoining it. There, everything that could be made so, was automatic. The doors opened as you approached them and closed after you had entered; water came unbidden into the basins; when the gas was lighted the shutters closed; a self-acting thermometer prevented the temperature rising or falling above or below certain fixed points, and the air supplied for ventilation was both washed to cool and screened to cleanse it from blacks. Even the gates of his stable-yard opened of themselves as he drove through, and closed without slamming.

No flag of a Vermont regiment was ever in the keeping of the enemy during the war.