THE EVENING NEWS.

Saturday, Dec. 6, 1873

NOTES FOR THE LADIES.

Hush Money—Nurse's wages.

Generally speaking—woman.

Three reckless and desperate girls in Iowa have just married editors.

Engaging photographer—"Just look a little pleasant, miss! Think of 'im!"

Celia Logan grows severe when writing about Landseer. She didn't like him a bit.

Large numbers of ladies visit the Washington Treasury Department every day soliciting employment.

The Australian Parliament has voted by thirty-five to thirty-three to let female rate-payers vote.

The Johnstown (Pa.) *Voice* has suspended. That story about a woman hatching out a hen's egg in a demijohn killed it.

Miss Foley, an American girl, who is studying in Rome, intends to make a life-size statue of the Prophet Jeremiah, who is her pet ideal.

Mlle Dejazet is wasting the sweetness of her seventy-four years on the public of Bordeaux, France. She dances as lively as ever.

Miss Clarissa Pettit, of Logansport, Ind., wears a $300 gold watch on the strength of being the most popular lady in the city, according to ballot.

Nilsson sent back word to the managers of the Industrial Exhibition at Wards that "inasmuch as it was them," she would sing at their concert for $3,000.

Mrs. Scott-Siddons sold flowers at the Springfield Bazar the other night, and made all the youths in town forget there was such a thing as a parlor.

The San Francisco *Chronicle* heads its woman column "*Cradle Rockers*," and then puts in it items about Anna Dickinson and Dr. Mary Walker. Cradle rockers indeed!

The "deportment" professor of a Connecticut female seminary insists that the public shall not be allowed to intrude while the young ladies indulge in their harmless game of leap-frog.

Respect for old age never had a brighter illustration than in the case of the young lady who always refuses to go to the wash-tub when her mother or grandmother is present.

A philosopher remarks that there is something peculiarly instructive in standing upon a street corner in a large city, and watch the men all rushing around trying to make money, and the women floating around to spend it.

The town of Fitchburg, Mass., in its efforts to contribute to the happiness and enjoyment of its people on Thanksgiving, granted marriage certificates at fifty cents each, and the clergymen agreed to perform the nuptial ceremonies at a reduced price.

That dear old lady, Madame Celeste, is actually going to bound upon the London stage again as "Miami, the Huntress of the Mississippi," and to inquire "ware is my 'oss-band," and to chuck the little girl under the chin and say, "sh, parr chile."

A Catholic lady of Hamburg has bequeathed sixty thousand thalers to the heads of the Jewish congregation in that city to distribute in charities, as an evidence of the faith she has in their uprightness, after investigating through a long life the doctrines and creeds of all nationalities.

Mrs. Livermore says, in her battle-of-money lecture, that the saddest things in our crisis are the revelations that those whom we considered unimpeachable have shown themselves to be dishonest men. Like the over-ripe Bartlett pear, they were bright and golden outside, but inside all was rottenness and corruption.

A correspondent suggests as a remedy for the nervous trouble engendered by two persons sleeping together, that a partition be built lengthways of the bed. This partition might be of boards handsomely painted and touched off with a few happy designs. But it would be cheaper in the long run, we think, to build it of brick, with marble facing, and a granite cap. At the option of the owner of the wall a layer of broken glass could be spread on the top to prevent any climbing over.

The Rev. Henry Brown, a Staffordshire clergyman, was married recently to the daughter of the Rev. E. T. Codd, vicar of Tachbrook. As the bride and bridegroom were leaving Mr. Codd's residence, in Leamington, the customary old shoes and a quantity of rice were thrown at them, some hitting the horse, which bolted. The driver was thrown off the box and the carriage passed over him, and subsequently coming into collision with a cab, was capsized and smashed to pieces. The bridegroom was pitched out of the window and sustained a scalp wound several inches long. He lies in a precarious state. The bride was much frightened, but has recovered from the shock.—*Bolton Guardian, Nov. 8.*

The Danish Government is in possession of a cypher system for secret dispatches which was recently invented by a school-master in Intland. Formerly the system of Willard, an American, was used in Denmark, and it was considered so perfect that only a knowledge of the key made the reading of a dispatch, written after this method, possible. But the inventor of the new cypher gave an irrefutable and practical proof of the imperfections of Willard's by reading a dispatch, sent him at his request, with the greatest ease. The Intland schoolmaster's extraordinary talents for combinations are at present being employed in inventing a more simple system of telegraphy for the lines of the great northern telegraph companies.

Chapped Hands and Face

SORE LIPS, Dryness of the Skin, etc., etc., cured at once by *Hegeman's Camphor Ice with Glycerine.* It keeps the hands soft in all weather. See that you get Hegeman's. Sold by all druggists. Only 25 cts. Manufactured only by Hegeman & Co., Chemists and Druggists, NEW YORK.

☞ Our Goods are sold by S. C. M. I and all its branches. d179-1y eod

DR. PRICE'S SPECIAL FLAVORINGS.

VANILLA, LEMON, ETC.,

For Flavoring Ice Cream, Cakes and Pastry.

With great care, by a new process, we extract from the true, select *Fruits* and *Aromatics*, each characteristic flavor, which produces *Flavorings of rare excellence. Of great strength and perfect purity. Keep always on hand. Every flavor as represented. No decoy—each bottle full measure, holding one half more than others purporting to hold same quantity. Use them once, will use no other. The most delicate, delicious flavors ever made.* So superior to the cheap extracts. Ask for Dr. Price's Special Flavorings. Manufactured only by

SCHIEFFELIN & PRICE,

Depots, CHICAGO and ST. LOUIS.

Manufacturers of Dr. Price's Cream Baking Powder.

Post Office Department,

WASHINGTON,
October 1, 1873.

PROPOSALS will be received at the Contract Office of this Department until 3 p.m. of February 2, 1874, (to be decided on or before March 25, 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 41st Congress, and first session of 42nd Congress, and others.

(Examine carefully the forms and instructions annexed.)

An Act of Congress of June 3, 1872, requires that bids of $5,000 and upwards be accompanied by a certified check or draft equal to five per cent. of the bid.

UTAH.

41101 From Salt Lake City, by Lake Point, Tooele, Stockton, and Jacob City, to Ophir, 60 miles and back, six times a week.
Leave Salt Lake City daily, except Sunday, at 6 a m;
Arrive at Ophir next days by 3 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, 29 miles and back, three times a week.
Leave Salt Lake City Tuesday, Thursday, and Saturday at 7 a m;
Arrive at Bingham Canyon by 5 p m;
Leave Bingham Canyon Monday, Wednesday, and Friday at 10 a m;
Arrive at Salt Lake City by 4 p m.

41103 From Salt Lake City, by Parper Mill and Parley's Park, to Wanship, 36 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 Grantsville, 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 5 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, Kanosh, Cove Creek, Beaver, Adamsville, Minersville, and Panaca, to Pioche (Nev.), 384 miles and back, six times a week.
Leave Lehi City daily, except Sunday, at 8 a m;
Arrive at Pioche in four days;
Leave Pioche daily, except Sunday, at 8 a m;
Arrive at Lehi City in four days.
New service.

41109 From Lehi City, by Cedar Valley, Fairfield, and Homansville, to Eureka, 50 miles and back, three times a week.
Leave Lehi City, Monday, Wednesday, and Friday at 8 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, 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 9 p m.

41113 From Salt Creek, by Fountain Green, Fairview, Mount Pleasant, Moroni, Spring City, Ephraim, Manti, Gunnison, Salina, Glenwood, Richfield, IIrequary, and Monroe, to Bullion Hill, miles and back, three time a week.
Leave Salt Orock, Monday, Wednesday, and Friday, at 6 a m;
Arrive at Bullion next day 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, Circedale, 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 5 a m
Arrive at Deseret by 4 p m;
Leave Deseret Tuesday at 6 a m;
Arrive at Holden by 4 p m.

41116 From Beavery by Paragonah, Parowan, Summit, Cedar City, Hamilton's Fort, Kanarraville, New Harmony, Bellevue, Toquerville, Leeds, Harrisburgh, and Washington, to St. George, 125 miles and back, three times a week.
Leave Beaver Monday, Wednesday, and Friday at 6 a m;
Arrive at St. George next days at 7 p m;
Leave St. George Monday, Wednesday, and Friday at 6 a m;
Arrive at Beaver next days at 7 p m.
New service.

41117 From Cedar City, by Iron City, Pinto, Fort Hamblin, Hebron, and Clover Valley (Nev.), to Panaca, 114 miles and back, once a week.
Leave Cedar City Monday at 6 a m;
Arrive at Panaca Wednesday by 6 p m;
Leave Panaca Thursday at 6 a m;
Arrive at Cedar City Saturday by 6 p m.

41118 From Toquerville, by Virgin City, Duncan's Retreat, Grafton, Rockville, Springdale, Shonesburgh, Winsor, and Kanab, to Johnson, 58 miles and back, once a week.
Leave Toquerville Monday at 6 a m;
Arrive at Johnson next day by 1 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 Pioche, 44 miles and back, once a week.
Leave St. George Monday 6 a m;
Arrive at Pioche by 7 pm;
Leave Pinto Tuesday at 6 a m;
Arrive at St. George by 7 p m.

41120 From Fayette to Gunnison, 6 miles and back, once a week.
Leave Fayette Monday at 10 a m;
Arrive at Gunnison by 12 m;
Leave Gunnison Monday at 1 p m;
Arrive at Fayette by 3 p m.

41121 From Ogden City, by Eden, to Huntsville, 18 miles and back, twice a week.
Leave Ogden City Wednesday and Saturday at 8 a m;
Arrive at Huntsville by 12 m;
Leave Huntsville Wednesday and Saturday at 12.15 p m;
Arrive at Ogden City by 4 p m.

41122 From Ogden City, by Harrisville, to Worth, 20 miles and back, twice a week.
Leave Ogden Monday and Thursday at 9 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, Rose Hack, Bear Hall, Beaver Station, Eagle Rock, Market Lake, Watson (Mont.), Point of Rocks, Gaffney's, Crawford, Silver Star, Fish Creek, Iron Red (n. o.), White Hall, Boulder Valley, Jefferson City, and Canoe, to Helena, 450 miles and back, daily.
Summer schedule 5½ days. Winter schedule 6½ days.
Present pay, $47,[illegible]

41126 From Brigham Station, by Brigham City, to Milford City, 10 miles and back, twice daily to Brigham City, 2½ miles, and three times a week to the residue, by a schedule satisfactory to the postmaster at Brigham City.

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

41128 From Logan, by Providence, Millville and Hiram, to Paradise, 18 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 Franklin, by Newton, Clarkston, Weston, and Clifton (Idaho), to Oxford (Idaho), 47 miles and back, twice a week.
Leave Logan Tuesday and Friday at 6 a m;
Arrive at Oxford next days;
Leave Oxford Wednesday and Saturday at 6 a m;
Arrive at Logan next days.

41131 From Malad City, by Gem Creek (Idaho), Indian Creek, Boom City, Middleton, Park's Store, Payette Store, Fayetteville, Express Ranch (Oregon), Baker City, Union, La Grande, Orodell, Cayuse, Weston, Sutton, Walla Walla, Pendleton, Boardsville, Umatilla, Scott's, and Spanish Hollow, to the Dalles, 750 miles and back, seven times a week.
Summer schedule:
Leave Kelton daily at 4 a m;
Arrive at The Dalles in six days;
Leave The Dalles daily at 7 a m;
Arrive at Kelton in six days.
Winter schedule:
Leave Kelton daily at 4 a m;
Arrive at The Dalles in eight days;
Leave The Dalles daily at 7 a m;
Arrive at Kelton in eight days.
Present pay, $24,000 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, once a week.
Leave Evanston Monday at 6 a m;
Arrive at Soda Springs Wednesday by 7 p m;
Leave Soda Springs Thursday at 6 a m;
Arrive at Evanston Saturday by 7 p m.

FORM OF PROPOSAL, GUARANTEE AND CERTIFICATE.

Proposal.

The undersigned ——, whose post-office address is ——, county of ——, State of ——, proposes to convey the mails of the United States, from July 1, 1874, to June 30, 1878, on route No. ——, between ——and ——, under the advertisement of the Postmaster General, dated October 1, 1873, "with celerity, certainty and security" (law of June 3, 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 3, 1872.

Dated ——, ——, ——. Bidder.

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 PENALTY OF OFFICE, that he is acquainted with the above guarantors, and knows them to be men of property, and able to make good their guarantee; and that bidder and guarantors are above the age of 21 years.

Bids of $5,000 and upward must be accompanied by a certified check, or draft, on some solvent national bank, equal to 5 per centum on the present annual pay on the route; or in case of new service, not less than 5 per centum of one year's pay proposed in bid.—(Section 223, 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 3, 1872, TO BE AFFIXED TO EACH BID FOR CARRYING THE MAIL, AND TO BE TAKEN BEFORE AN OFFICER QUALIFIED TO ADMINISTER OATHS.

I, ——, of ——, bidder for conveying the mail on route No. ——, from ——, do swear that I have the ability 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 and able to pay all damages the United States shall suffer by reason of my failing to perform my obligations as such bidder.

——.

Sworn to and subscribed before me ——, for the ——, of ——, this —— day of ——, A. D. 187—, and in testimony thereof I hereunto subscribe my name and affix my official seal the day and year aforesaid. [SEAL.]

NOTE.—When the oath is taken before a justice of the peace, the certificate of the clerk of a court of record shall be added, under his seal of office, that the person who administered the oath is a duly qualified justice of the peace.

INSTSUCTIONS 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 inspectors, 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, enhanced 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 betting up or gambling as a hacker conveying intelligence in advance of the mail, a quarter's pay may be deducted.

6. Fines will be imposed, unless the delinquency be satisfactorily and satisfactorily explained by certificates of postmasters or the affidavits of other credible persons, for failing to arrive in contract time, or for delaying to take the mail from, or deliver it into, a post office; for suffering it to be wet, injured, destroyed, robbed, or lost; and for refusing, after demand, to convey the mail as frequently as the contractor runs, or is concerned in running, a coach, car, or steamboat on a route.

7. The Postmaster General may annul the contract for repeated failures to run agreeably to contract; for violations of 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 termini of a route, and alter, increase, decrease, or extend the service, in accordance with law, be allowing a pro rata increase of compensation for any additional service thereby required, or for increased speed, if the employment of additional stock or carriers is rendered necessary; and in case of decrease, curtailment, or discontinuance of service, an 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 November, February, May, and August, provided that required evidence of service has been received.

10. The distances given are believed to be substantially correct, but no increased pay will be allowed should they be greater than reported, 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 hills, roads, streams, fords, and all toll-bridges, turnpikes, plank-roads, ferries, or obstructions of any kind by which expense may be incurred. No claim for additional pay, based on such grounds, will be considered; nor for alleged mistakes or misapprehensions as to the dependence of ferries, bridges destroyed, ferries discontinued, or other obstructions causing or increasing distance or expense occurring during the contract term. Offers established after this advertisement is issued, and also during the contract term, are to be visited without extra pay, if the distance be not increased.

11. Bidders are cautioned to mail their proposals in time to reach the Department by the day 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 section 246, act of June 8, 1872.

12. Bidders should first propose for service specified according to the advertisement, and then, if they desire, propose 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. Combinations of routes (when "proposing one sum for two or more routes") cannot be considered.

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

Thereafter 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 be received twenty-four hours previous to the time fixed for opening the 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 Postmaster General reserves the right to reject any bid which may be deemed of extraordinary character, and also to disregard the bids of failing contractors and bidders. (Act of June 8, 1872, section 224.)

16. The bid should be sealed, superscribed "Mail Proposals, Ter. of Utah," addressed to the Postmaster General, and marked "Contract Office." Bids of $5,000 per annum and upward must be accompanied by a certified check, or draft, on some solvent national bank, equal to 5 per cent. of the amount of bids for service which new commences on July 1, 1874; in default of which the advertisement under the appropriate route.

17. The contracts are to be executed and returned to the Department by or before the 1st day of June, 1874, after notice to the successful bidder that the bid has been accepted, and the Postmaster General may proceed to contract for the service with other parties, according to law.

18. The Postmaster General may discontinue or extend a contract, change the schedule and termini of a route, and alter, increase, decrease, or extend the service, in accordance with law, be allowing a pro rata increase of compensation for any additional service thereby required, or for increased speed, if the employment of additional stock or carriers is rendered necessary; and in case of decrease, curtailment, or discontinuance of service, an 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.

19. Payments will be made by collections from, or drafts on, postmasters or otherwise, after the expiration of each quarter-say in November, February, May, and August, provided that required evidence of service has been received.

20. Postmasters are to be careful not to certify to the sufficiency of guarantors unless satisfied that they are persons of sufficient responsibility. (See section 247, act of June 8, 1872.) They must not sign the certificate until the sum of the bid is inserted, and the bid and guarantee are signed by the bidder and (two) guarantors; *a disregard of this instruction by postmasters will subject them to immediate removal and severe penalties.*

Postmasters are also liable to dismissal from office for acting as agents of contractors or bidders, with or without compensation, in any business, matter, or thing relating to the mail service. They are the trusted agents of the Department and cannot consistently act in both capacities.

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

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

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

JNO. A. J. CRESWELL,
Postmaster General.

Silk, Cotton and Woolen

DYER,

James Booth,

First South St., Salt Lake City,

Rear of 14th Ward Co-operative Store. P. O. Box 1038.

Ladies' and Gents' Clothing Dyed and Finished as in London, and warranted not to smut.

Stuff Dresses, black,	$2 50
Stuff Dresses, fancy colors,	2 50
Silk Dresses, Black,	3 50
Silk Dresses, fancy colors,	3 50
Single Shawls, black,	2 00
Double Shawls, black,	3 00
Trousers and Vest, black,	3 00
Coat, black,	2 00
Overcoat, black,	3 00

Window and Bed Hangings, from fifty cents per yard, according to width and color.

☞ We take all dresses to pieces ourselves.

Terms cash on delivery.

supt 2 3mos

JUST RECEIVED!

A New Assortment of

Millinery Goods, Fancy Notions and Woolen Goods,

Which we will sell

CHEAPER THAN ANY HOUSE IN TOWN.

Intending purchasers should pay us a visit before buying elsewhere.

MRS. C. E. DYE'S,

EAST TEMPLE STREET,

One door north of Savage's Photo. Gallery,

Salt Lake City.

Supt 2 3mos

Geo. C. Riser,

Practical Boot and Shoe Maker,

EAST TEMPLE STREET,

Next door to Globe Bakery, S. L. City.

REPAIRS NEATLY & PROMPTLY EXECUTED.

None but the Best Material used.

Solicits a continuation of Public Patronage.

Supt 2 3mos

Stoves! Stoves!! Stoves!!!

If you want Cheap Stoves and

TINWARE,

go to

WM. HARRISON'S,

Opposite Bishop Hunter's old residence,

MAIN STREET,

Where Goods are manufactured on the premises at the

LOWEST POSSIBLE PRICE!

supt 2 3mos

MORRIS & EVANS,

STATUARY

AND

MONUMENTAL MASONS

In Marble, Granite, &c.

All work entrusted to us will be

DONE IN FIRST-CLASS STYLE

AND WITH DESPATCH.

P. O. Box 1095, Salt Lake City.

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School Books

AND

STATIONERY,

RETAILED AT WHOLESALE PRICES

Calder & Careless.

WILLIAM SHAW, JR.,

BUTCHER,

Has removed from the City Meat Market to

Price's Green-grocery Store,

First South Street.

Opposite Rushell Stick.

Thanks returned for past patronage, a continuation still solicited.

ZION'S

CO-OPERATIVE MERCANTILE

INSTITUTION

IS DOING THE LARGEST BUSINESS ever carried on in the Territory of Utah, arising from a uniform system of dealing principally with manufacturers of standard goods, buying in immense quantities and selling on the closest margins.

The largest part of their purchases for the

Wholesale and the Retail

Dry Goods Department

Are made through their New York office, from whence all fluctuations in the Foreign and Home Markets are closely watched.

The Institution is complete in all its various departments, and fresh novelties are added to the stock as fast as they are offered in the market. Visitors are shown through the buildings without the slightest importunity to purchase.

The gentlemen in charge of the several departments are among the most widely and favorably known in the Rocky Mountains, and we commend them to the confidence of the public, promising that no effort on their part shall be wanting to ensure a continuance of its patronage.

They are enabled not only to suit the tastes of an intelligent trade, but also to compete successfully with Eastern dealers. In fact, no country merchant can afford to pass by this city under the impression that Eastern markets will give him lower prices, better stock or more favorable terms. Their

Grocery, Hardware and Drug Departments

For completeness and variety of stock have never been equalled west of New York, and merchants in the neighboring settlements and Territories cannot do better than replenish their stock from this source. Their

Clothing Department

Is now opening its magnificent fall and winter purchases, among which is the most varied assortment of Gentlemen's Furnishing Goods ever brought to Utah. Since merchant-tailoring has been added to and made a specialty in this department, that branch of the Institution's trade has attained a perfection never arrived at by any similar house in the Territory. Foreign and domestic fabrics of every style and price are made to order or sold in piece.

The Shoe Factory Departm't

Keeps thirty hands constantly employed on all classes of work, and has never failed to secure the Prize Medals at our Territorial fairs. Their facilities for turning our first class work have never been equalled by any similar establishment in the Territories. Gentlemen and Ladies visiting the city would do well to leave their measures with that Department, thus enabling them to order by mail at any time they desire a perfect fit.

Among the *Specialties* of this Department are those of Horse Collars, and supplying the trade with Leather and Findings, a large and complete stock of which will always be found in their establishment.

The Institution deals in every class of merchandise, and all persons, however remote from business or manufacturing centres, can have their orders promptly filled by mailing them to

H. B. CLAWSON, Supt.

d203-1f

RAILROADS.

C. P. R. R.

ON AND AFTER MONDAY, SEPT. 29th, 1873, Trains will leave OGDEN daily, as follows:

5.50 p.m. Passenger Train for Sacramento and San Francisco.

5.55 p.m. Freight Train for Sacramento and San Francisco.

T. H. GOODMAN,
Gen'l Passenger and Ticket Agent.

A. N. TOWNE,
Gen'l Sup't.

GEO. H. RICE,
Agent, Salt Lake City.

Office with Marshall & Carter, over W. F & Co's Bank.

U. P. R. R.

UNTIL further notice trains will leave and arrive at Ogden daily as follows:

LEAVE.

Daily Express,	8.30 a.m.
Mixed,	6.30 p.m.
Freight,	10.30 a.m.

ARRIVE.

Daily Express,	5.10 p.m.
Mixed,	2.35 p.m.
Freight,	6.10 a.m.

Daily connections meet at Ogden with Utah Central Pacific road from Salt Lake City and all points in Southern Utah.

At Bryan with stages for Sweetwater mines.

At Cheyenne with Denver Pacific road for Denver, Central City, Georgetown and all points in Colorado and New Mexico.

At Omaha with Chicago and Northwestern, Chicago, Rock Island and Pacific, Burlington and Mo. River, Kansas City, St. Joe and Council Bluffs railroads, and Missouri River line of steamers for all points East and South.

Tickets for sale to all points East at office of Wells, Fargo & Co., East Temple street, and at the office of Utah Central Railroad, in Salt Lake City. Also at Union Pacific Railroad Ticket Office in Ogden, at which office berths on sleeping cars can be secured.

Arrangements have been made whereby passengers desiring to visit Denver on their way East can avail themselves of an excursion rate from Cheyenne to Denver and return at greatly reduced rates.

For particulars and all information, inquire at Ticket Office in Ogden.

Passengers should be careful to secure their passage tickets to all Eastern and Southern points via Omaha, and thus avail themselves of the advantages of a through sleeping car, comfortable accommodations and quick time.

THOS. L. KIMBALL,
Gen'l Ticket Agent.

T. E. SICKELS, Chief Eng'r and Supt. d79

Through Cars to Washington City

On and after Nov. 1st, 1873,

THE

PITTSBURG,

FORT WAYNE

AND

Pennsylvania Railroad

Will run the Celebrated

PULLMAN PALACE CARS

FROM

Chicago to Baltimore

AND

WASHINGTON CITY,

Without Change!

Leaving Chicago Daily at 5:15 p.m.

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

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

F. R. MYERS,
Gen'l Pass. and Ticket Ag't.

J. N. McCULLOUGH,
General Manager.

W. C. CLELAND,
Ass't Gen'l Pass. Agent.

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.

The only route carrying the Through Overland Pacific 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 East 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 on the route between

OMAHA AND CHICAGO.

THROUGH TICKETS to all points East can be obtained at Company's Office, 208 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 Supt, Chicago.

A. L. WAIT,
Gen'l Agent for Pacific States, San Francisco. d311 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 Springfield, Bloomington and Joliet.

The Best, Quickest and Most Direct Route from Kansas City to

Louisiana, Mo.,	Jacksonville,
Alton,	Peoria,
Bloomington,	Joliet,
Milwaukee,	Detroit,
Cleveland,	Buffalo,
London,	Toronto,
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Troy,	Springfield, Ma.
Harrisburg,	Baltimore,
Boston,	
Burlington, Ia.,	
Pekin,	Whitehall,
Springfield, Ill.,	Rock Island,
St. Paul,	Chicago,
Pittsburg,	Toledo,
Hamilton,	Niagara Falls,
Dayton,	Montreal,
Columbus,	Portland,
Albany,	Worcester,
Philadelphia,	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 and Dining Cars between Kansas City and Chicago.

Connections in Union Depot, Chicago, for Philadelphia, Baltimore, New York, Boston and all points East.

JAMES CHARLTON,
General Passenger and Ticket Agent,