AGRICULTURAL NOTES.

HEAVY GRAIN.—"W." tells the Germantown *Telegraph* that he raises winter wheat, "Toucey" variety, at the rate of nearly 28 bushels per acre by measure, or 30½ by weight, each measured bushel weighing 65¼ pounds, which he thinks pretty good. The weight per bushel is certainly good.

PROLIFIC SOWS.—The *Homestead* says:—"William B. King of Suffield, Connecticut, has a breeding sow six years old, which he is now fatting, that has had 115 pigs, which sold for over five hundred dollars. He has now three sows which have one litter, three weeks old; one two weeks old, and one one week old; in all thirty-one. These four sows have raised since this year came in, seventy-eight pigs.

ENGLISH RAM SALES.—The *London Field* calls attention to the great change that has taken place in the English sheep sales. Formerly Leicester and South Downs were the leading breeds. Now the Leicesters are in much less demand, while the Shropshire, Hampshire, Lincoln and Cotswolds are in good demand. Some very high prices have been paid at recent sales. A breeder from New Zealand paid 200 guineas ($1,000 gold) for a Lincoln ram, 100 for another. A Shropshire ram was rented for the season for 200 guineas, and a Hampshire ram for £162 18s.

SEASONED WOOD MOST PROFITABLE.—Economy may be practiced in a thousand ways, and one way is in our fuel. Wood that has been sunned a few days after cutting and splitting it, and then housed four months or more, is worth for the family purposes of warming, cooking, and washing, almost twice as much as when green. But few farmers realize the value of dry wood, especially during the winter season, and hence but little wood is stored during the summer. Be sure to furnish plenty of oven-wood. This should be piled in a part of the wood house by itself. It will promote kindly feeling in the family—will save much time otherwise lost in kindling fires with green wood. Then let us prepare a good supply of dry wood for winter, full six months before wanted for use.—*Ex.*

EARLY-CUT GRASS BEST.—The German papers publish details of a series of experiments carried on at the agricultural schools of Fatherland, for the purpose of testing the nutritive properties of grass and hay at various stages. The experiments were initiated by the excessive demand for forage in Germany, but are not the less valuable on that account. By an elaborate series of analyses, it is shown why young grass is more nutritious than mature grass. The physiological experiments show that it is more easily digested. Thus, grass 24 inches high contains nearly 80 per cent. more of albuminoids than grass which is six inches high, and about 10 per cent. more of "crude fat" (3.4 per cent against 4.82). The mature grass contains more woody fibre and less flesh-forming matter than the young grass, and besides this it is found that the nutritious albumenoids exist in a less soluble form in hay than in young grass. Hence the difference of nutritive value and digestibility. Autumnal hay was found to be more nutritious than summer hay.

PENNSYLVANIA BARNS AND THEIR OWNERS.—In Chester and Lancaster counties is, I think, the most finished farming in the Union. The farms, composed of a brick-dust sort of soil, are cultivated from fence to fence, every rood, as the farms of Flanders and Brittany are cultivated from hedge to hedge; Cattle stand with their four feet in two feet of clover. Every field is a park; every barn a cow palace; every pig-pen is a porcine paradise.

Pennsylvania is pre-eminently the State of barns. Think of a three-story stone barn, with a swell front and dormer windows in the roof, and a luxurious portico where the Sybaritic calves chew the cud of sweet contentment on summer evenings! And then behold the little cabin in the rear, where the agricultural Dutchman lives, with his "frow," and where the children lie on the floor and envy the happy calves in the lattice portico.

The barn is three times as large as the house, which serves as a sort of appendage, and, as it were, plays second fiddle to it. The barn is headquarters, and the house a sort of sentry-box, where the man resides who takes care of it. The barn is slated, painted, corniced, cisterned, lightning-rodded, and the pig-sty is glazed, the chicken-coops are painted, and the worm fences are whitewashed as far as you can see. I have no doubt the original dwellers here whitewashed the ground for acres around the domicile, twice or thrice a year, till they learned its fatality.—*Ex.*

PENS FOR PIGS.—Farmers, in a great majority of cases, have less pride in what they do for swine than any other labor upon the premises. First-class barns for horses and cattle, convenient sheds, etc., for sheep are numerous, but it is something of rarity to see a nice, airy and really convenient pig-sty. The reason of this is doubtless attributable to the generally conceived idea that the hog is a filthy animal, and not fit to occupy a decent place; but the fact is, swine are made more filthy than it is their nature to be by being confined in unwholesome and uncleaned pens.

A den can be easily constructed so that the floors of the different departments may be kept dry and wholesome. The floor should be tight, on a little decline, and kept littered with good absorbents. In the construction of pens there is a general fault in the way of having them too low between joists, most of them being not over five feet, when there should be not less than seven, so that a man can stand upon in them. We have seen many expensive pens having this fault, and the swine therein absolutely neglected on account of the backaching work of cleaning the different sections out.

Every sty should have a good yard at one side, so that the swine may get at the earth, but they should not be allowed to run there in at will, nor should the cleanings of the pen be thrown into the yard to be mixed with the soil by the trampling and rooting of the hogs, for it is one of the most valuable manures that can be produced upon a stock farm.

The farmer who makes most money from pork raising is the man who not only is careful in the selection of breeds, but particularly careful to have good commodious pens and give the swine all the attention required to make them grow and lay on the fat rapidly. When we see fattening hogs in rail pens with the earth for a floor and the sky for a roof, our opinion is at once formed as to the chances of that farmer to prosper, and they are decidedly unfavorable.—*Ex.*

Consumption, Scrofula, Etc

HOFFMAN'S GENUINE COD LIVER OIL.—Our Cod Liver Oil is warranted pure Newfoundland Cod. It has stood the test of over twenty years' experience, and can be relied on in every particular. Manufactured by C. F. HOFFMAN, Jr., Chemist, Druggist, NEW YORK, and sold by all Druggists.
☞ Our Goods are kept by E. G. M. I. and all its branches. 679-1y eod

STRAYED OR STOLEN

FROM MY PLACE IN THE 16th WARD, on the night of Dec. 6th, a pair of small MULES; one black and one brown color, branded H. C. on left thigh. Anyone returning them to me will be liberally rewarded. JOSHUA PARKER.
d15 2 s

NOTICE.

ON and after the first day of November next the offices of the Lightning Tunnel and Deseret Mining Stock Association will be at the office of Dr. W. H. Shearp, two doors north of Squire's Barber Shop.
Dr. W. H. H. SHARP, *Secretary.*
d208 1m

EVERY description of Fancy Job Printing at the DESERET NEWS Office.

Post Office Department,

WASHINGTON,
October 1, 1873.

PROPOSALS will be received at the City Post Office of this Department until 3 P.M. of Friday, *y 1, 1874,* (to be decided on 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 the third session of the 43d Congress and first session of 43d Congress, and others.

(*Examine carefully the forms and instructions annexed.*)

An Act of Congress of June 8, 1872, requires that bids of $5,000 and upwards be accompanied by a certified check or draft equal to five per cent. of the bid.

UTAH.

41101 From Salt Lake City, by Lake Point, Tooele, Stockton, and Jacob City, to Ophir, 30 miles and back, six times a week.
Leave Salt Lake City daily, except Sunday, at 8 a m:
Arrive at Ophir next days by 4 p m.
Leave Ophir daily, except Sunday, at 8 a m;
Arrive at Salt Lake City next days by 4 p m.

41102 From Salt Lake City to Bingham Canyon, 26 miles and back, three times a week.
Leave Salt Lake City Tuesday, Thursday, and Saturday at 7 a m;
Arrive at Bingham Canyon by 3 p m;
Leave Bingham Canyon Monday, Wednesday, and Friday at 10 a m;
Arrive at Salt Lake City by 6 p m.

41103 From Salt Lake City, by Paper Mill and Parley's Park, to Wasatch, 25 miles and back, three times a week.
Leave Salt Lake City Monday, Wednesday, and Friday at 9 a m;
Arrive at Wasatch by 7 p m;
Leave Wasatch Tuesday, Thursday, and Saturday at 6 a m;
Arrive at Salt Lake City by 4.30 p m.

41104 From Salt Lake City, by West Jordan, to Herriman, 29 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, Kanosh, Cove Creek, Beaver, Adamsville, Minersville, and Panaca, to Pioche (Nev.), 336 miles and back, six times a week.
Leave Lehi City daily, except Sunday, at 8 a m;
Arrive at Pioche in four days;
Leave Pioche daily, except Sunday, at 8 a m;
Arrive at Lehi City in four days.
New service.

41109 From Lehi City, by Cedar Valley, Fairfield, and 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 4.30 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 4.45 m;
Arrive at Echo City next days by 6 p m;
Leave Echo City Wednesday and Thursday at 6 a m;
Arrive at Provo City next days by 6 p m.

41112 From Payson, by Goshen, Diamond, and Silver City, to Eureka, 35 miles and back, three times a week.
Leave Payson Monday, Wednesday, and Friday at 6 a m;
Arrive at Eureka by 6 p m;
Leave Eureka Tuesday, Thursday, and Saturday at 7 a m;
Arrive at Payson by 6 p m.

41113 From Salt Creek, by Fountain Green, Fairview, Mount Pleasant, Moroni, Spring City, Ephraim, Manti, Gunnison, Salina, Glenwood, Richfield, 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.
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 Saturday at 6 a m;
Arrive at Panaca Wednesday by 6 p m;
Leave Panaca Thursday at 9 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, 68 miles and back, once a week.
Leave Toquerville Monday at 6 a m;
Arrive at Johnson next day by 7 p m;
Leave Johnson Wednesday at 6 a m;
Arrive at Toquerville next day by 7 p m.

41119 From St. George, by Pine Valley, to Pinto, 44 miles and back, once a week.
Leave St. George Monday 6 a m;
Arrive at Pinto by 7 p m;
Leave Pinto Tuesday at 6 a m;
Arrive at St. George by 7 p m.

41120 From Pinto to Gunnison, 6 miles and back, once a week.
Leave Pinto Monday at 10 a m;
Arrive at Gunnison by 12 m;
Leave Gunnison Monday at 1 p m;
Arrive at Pinto 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 8 p m;
Arrive at North Ogden by 8 p m;
Leave North Ogden Monday and Thursday at 11 a m;
Arrive at Ogden City by 1 p m.

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 4 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 Cormne, by Bear River City (Postoffice, Beloit City (Idaho), Bailey, Eagle Rock, Fort Hall, Corinne, Station, Bear Rock, Market Lake, Watson (Montana), Point of Rocks, Gallatin, Crawford's, Silver Bow, Red Rock, Deer Lodge, Point Rock (n. o.), White Hall, Boulder Valley, Jefferson City, and Canyon, to Helena, 450 miles and back, daily.

Summer schedule 3½ days. Winter schedule 4½ days.
Present pay, $47,808.

41126 From Brigham Station, by Brigham City, to Mammoth City, 16 miles and back, twice daily to Brigham City, 3½ miles; and three times a week to Mammoth City, 16 miles; in addition to the contract 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 6 p m;
Arrive at Mendon by 1 p m;
Leave Mendon Monday, Wednesday, and Friday at 1 p m;
Arrive at Wellsville by 8 a m.

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

41131 From Kelton, by Dry Creek (Idaho), Indian Creek, Boise City, Middleton, Falk's Store, Payette Store, Payetteville, Express Ranch (Oregon), Baker City, Union, La Grande, Orodell, Cayuse, Weston, Milton, Walla Walla, Pendleton, Meadowville, Umatilla, Scott's, and Spanish Hollow, to the Dalles, 750 miles and back, seven times a week.

Summer schedule:
Leave Kelton daily at 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, $224,000 per annum.

41132 From Evanston (Wyo.), by Woodruff (Utah), Randolph, Laketown, Swan Creek (n. o.), Fish Haven (Idaho), St. Charles, Bloomington, Paris, 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 postoffice 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" (act 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.

The undersigned, residing at ——, State of ——, undertake that, if the foregoing bid for carrying the mail on route No. —— be accepted by the Postmaster General, the bidder will, prior to the 1st of June, 1874, enter into the required obligation or contract to perform the service proposed, with good and sufficient sureties.

This we do, understanding distinctly the obligations and liabilities assumed by guarantors.

Dated —— ——
—— ——

Certificate.

The undersigned, postmaster at ——, State of ——, certifies, UNDER HIS OATH OF OFFICE, that he is acquainted with the above guarantors, and knows them to be men of property, and able to make good their guarantee; and that bidder and guarantors are above the age of 21 years.

Bids of $5,000 and upward must be accompanied by a certified check, or draft, on some solvent national bank, equal to 5 per centum on the present annual pay on the route; or in case of new service, not less than 5 per centum of one year's pay proposed in bid.—(Section 253, Act of June 8, 1872.)

The Postmaster must not sign the certificate until the sum of the bid is inserted and the bid and guarantee signed by all the parties, and dated.

OATH REQUIRED BY SECTION 246 OF AN ACT OF CONGRESS APPROVED JUNE 8, 1872, TO BE AFFIXED TO EACH BID FOR CARRYING THE MAIL, AND TO BE TAKEN BEFORE AN OFFICER QUALIFIED TO ADMINISTER OATHS.

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

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

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

INSTRUCTIONS TO BIDDERS AND POSTMASTERS;

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

1. Seven minutes are allowed to each intermediate office, 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 route 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 admission of passengers, or for being concerned in setting up or running as a carrier conveying intelligence in advance of the mail, a quarter's pay may be deducted.

6. Fines will be imposed, unless the delinquency be promptly and satisfactorily explained by certificates of postmasters or the affidavits of other credible persons, for failing to arrive in contract time; for neglecting to take the mail from any office; for not a post office; for suffering it to be wet, injured, destroyed, robbed, or lost; and for refusing, after demand, to convey the mail as frequently as the contractor runs, or is concerned in running, a coach, car, or steamboat on a route.

7. The Postmaster General may annul the contract for repeated failures to run agreeably to contract; for violating the post office laws, or disobeying the instructions of the Department; for refusing to discharge a carrier when required by the Department to do so; for employing the express as aforesaid; or for transporting persons or packages conveying mailable matter out of the mail.

8. The Postmaster General may discontinue or extend a contract, change the schedule and terminal of a route, and alter, increase, decrease, or extend the service, in accordance with law, he allowing a pro *rata* increase of compensation for any additional service thereby required, 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, 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 others, who, after the expiration of each quarter—say in November, February, May, and August, provided with required evidence of service has been received.

10. The distances given are believed to be substantially correct, but no increase of 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 allow in reference to the weight of the mail, the condition of hills, roads, streams, &c., and all telligence, when they bid; for no claim for or objections of any kind by which expense may be incurred. No claim for additional pay, based on such ground, will be considered nor for alleged mistakes or misapprehension as to the degree of service; nor for bridges destroyed, ferries discontinued, or other obstructions causing or increasing the 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); 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, or 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 be careful to state for service strictly according to the advertisement, and then, if they bid for service 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) cannot be considered.

14. The route, the service, the yearly pay, the name and residence of the bidder (last, in his name, post-office, county, 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 retain copies of them.

Altered bids should not be submitted; nor should bids once submitted be altered. Bids cannot be received if a bidder or guarantor will be allowed unless the withdrawal is received twenty-four hours previous to the time fixed for the receipt of bids.

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

The Postmaster General reserves the right to reject any bid which may be deemed of extraordinary and disproportionate price. (Act of June 8, 1872, section 245.)

14. The bid should be addressed to the "Postmaster General, City of Washington, D. C.," and be delivered to the Postmaster General, Contract Office.

15. A bid from a person unknown to the Department will be accompanied by a certified check, or draft, on some solvent national bank, equal to 5 per cent of the amount also bids for service which may exceed $5,000 or more per annum. Where the present pay is $5,000 or more, it is stated in the advertisement under the appropriate route.

16. The contractors are to be notified and required by the Department by or before the 1st day of June, 1874, otherwise the bids will be considered as having failed, and the Postmaster General may proceed to contract for the service with their sureties, according to law.

Transfers of contracts, or of interest in contracts, are prohibited 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.

17. Section 249 of the act of June 8, 1872 provides that contracts for the transportation of the mail shall be "awarded to the responsible bidder offering the best guarantees for faithful performance, without other reference to the mode of such transportation than that by necessary provision 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.

18. A modification of a bid in any of its essential terms is tantamount to a new bid, and cannot be received so as to interfere with regular competition. Making a new bid, with guarantee and certificate, is the only way to modify a previous bid.

20. Postmasters are to be careful not to certify to the sufficiency of guarantors without knowing that they are possessed 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, they are the sworn 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 this Department for such locks and pouches before 1st July next, provided the route be k t.

JNO. A. J. CRESWELL,
Postmaster General.

VICTORY! VICTORY!!

THE
WILSON *Sewing* **MACHINE**
TAKES
Five Medals
AT THE
WORLD'S FAIR at VIENNA.

Three separate dispatches from Vienna combine to dispel all doubt as to what sewing machine has won the first honors of the great Exposition. The first was a special to the New York press on Monday, and was as follows:

VIENNA, August 15, 1873.

The Wilson shuttle sewing machine was awarded the grand prize at the Vienna Exposition for being the best sewing machine.
HAYNES.

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

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

VIENNA, August 19.

You have received five medals—two for merit and three co-operative.

The meaning of this is then explained to be that the Wilson Machine has received the gold medal as *the best sewing machine,* and a second gold medal as the machine best manufactured—that is, embodying the best mechanical workmanship. Besides these, a special medal was given for excellence of workmanship on the machine another for the best sewing on leather, done by the Wilson, and the other medal for best samples of family sewing and embroidery, done on the Wilson machine.

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

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

FOR SALE $20.00 CHEAPER

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

CALDER & CARELESS,
Sole Agents for Utah.
d235 1m will 1m

STAR WAGONS!

Manufactured by the Celebrated

STAR WAGON COMPANY

Cedar Rapids, Iowa.

DURING THE FINANCIAL CRISIS, I WILL EXCHANGE THE

STAR WAGONS

FOR LUMBER, GRAIN, PRODUCE, COAL AND A BUILDING LOT
In the City.

Guaranteed and for Sale by

N. C. MATTHIESSEN
AGENT FOR
UTAH.

☞ Wagon and Lumber Yard, Matthiessen Block, Main Street, above Walker House, Salt Lake City. d148tf

Angus M. Cannon
Has purchased the entire stock of
MILBURN WAGONS

FROM MR. JOHN MILBURN, and proposes to sell everything composing said stock at such prices, and on such terms, as will give satisfaction to anyone wishing anything from the lightest spring to the heaviest freight wagon.
Two hundred and fifty Spring Seats and a few Pianos on hand.
Opposite Seventies' Hall,
STATE ROAD. d235 6m

KOUNTZE BROS., BANKERS,
No. 12 Wall St., NEW YORK.
Allow interest at the rate of Four per cent. upon daily balances of Gold and Currency.
Receive assignments of Gold, Silver and Lead Bullion, and make cash advances thereon.
Invite Correspondence from Bankers, Merchants, Mining Companies and Smelting Works. d168 3m

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 out 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

W. H. HOOPER, Supt.
d268-tf

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.

1850. THE 1878.

DESERET NEWS.

DAVID O. CALDER
Editor and Publisher.

PIONEER PAPER
Of the Rocky Mountain Country,
AND THE PAPER OF THE PEOPLE.

THE LARGEST CIRCULATION
OF ANY PAPER IN THE TERRITORY.

PRICES GREATLY REDUCED.

DESERET NEWS WEEKLY,
Established June 15, 1850,
Published Every Wednesday.
ENLARGED
To a sheet 33 x 49 inches. 16 Pages.
EIGHTY COLUMNS
Of Closely Printed Reading Matter.

Contains a Summary of the News of the Week, Telegraphic, Agricultural, Home and Foreign Correspondence, Miscellaneous, Domestic and Foreign News, Editorial Articles on Current Events, and

SERMONS OF THE FIRST PRESIDENCY
And the Twelve Apostles.

A Standard Household Journal.

As an Advertising Medium, to reach the farmer, the country people, and all classes of the community, it stands unrivalled.

Price $4 per year in advance.

The Deseret News SEMI-WEEKLY,
Published every TUESDAY and SATURDAY,
On a Sheet 27 x 39 inches.
32 COLUMNS
Closely Printed Reading Matter

Contains Telegraphic Reports, Home and Foreign Correspondence, Agricultural, Domestic and Foreign News, Editorial Articles on Current Events,

SERMONS OF THE FIRST PRESIDENCY, ETC.

☞ *As an Advertising Medium it offers Superior Advantages.*

Price $4.50 per Year in Advance

THE DESERET EVENING NEWS,
PUBLISHED EVERY EVENING,
Except Sundays.
Size of Sheet, 27 x 42 inches.
36 COLUMNS,
Has the Largest Circulation, in this city, the surrounding counties and throughout the Territory, of any Daily Paper. Its columns contain full Telegraphic Reports, Interesting and Important Local Home and Foreign Correspondence, Educational, Agricultural, Railway, Domestic and Foreign News, Editorial Articles on Current Events, and once a week

Sermons of the First Presidency.

☞ *As an Advertising Medium for Home and Foreign Products, it stands foremost among the Newspapers of the West.*

PRICE $10.00 PER YEAR
IN ADVANCE.

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, 405 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 Letter Mail, making close and reliable connections at

OMAHA,
With trains arriving from the West by Central and Union Pacific Railroads