

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

- 10601 From Salt Lake City, by Union, Draper, Lehi 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.
- 10602 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.
- 10603 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.
- 10604 From Fort Bridger, by Soda Springs, (Idaho,) and Jannock City, (Montana,) to Fort Benton, 673 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.
- 10605 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.
- 10606 From Fort Bridger, by Boise City, and Grande Ronde Valley, (Oregon,) to Walla Walla, (Washington Territory,) 790 miles, and back, once a week.  
Bidders to propose a schedule of departures and arrivals.
- 10607 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.
- 10608 From Ogden City, by Mountain, Weber, Morgan, Porter, Croysdon, Hennefer, Coalville, Hoytsville, Wanship, Poca, 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.
- 10609 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.
- 10610 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.
- 10611 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.
- 10612 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.
- 10613 From Franklin to Soda Springs, (Idaho,) 85 miles, and back, once a week.  
Bidders to propose a schedule of departures and arrivals.
- 10614 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.;  
Leave Alpine City by 3 p.m.;  
Arrive at Alpine City by 3 p.m.
- 10615 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.;  
Leave Cedar Valley by 3 p.m.;  
Arrive at Cedar Valley by 3 p.m.
- 10616 From Springville, by Spanish Fork, Canby, 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.
- 10617 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.
- 10618 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.
- 10619 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.

- 10620 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.
- 10621 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.
- 10622 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.
- 10623 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.
- 10624 From St. George, Utah, to Los Angeles, California, 490 miles, and back, once a week.  
Bidders to propose a schedule of departures and arrivals.
- 10625 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.
- 10626 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 27th 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.
1. 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.
2. 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.
3. 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 the mails.
4. 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.
5. For leaving behind or throwing off the mails, or any portion of them, for the admission of passengers, or for being concerned in setting up or running an express conveying intelligence in advance of the mail, a quarter's pay may be deducted.
6. Fines will be imposed, unless the delinquency be promptly and satisfactorily explained by certificates of postmasters or the affidavits of other credible persons, for failing to arrive in contract time; for neglecting to take the mail from, or deliver it into, a post office; for suffering it to be wet, injured, destroyed, robbed, or lost; and for refusing, after demand, to convey the 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 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 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, if 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 endorse 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 service 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.

NEWS ITEMS.

A LETTER from Nantucket, Mass., says "the grass grows on the middle of the streets that once echoed to the busy feet of trade. Vast edifices—sperm-candle manufactories, oil cellars, ship-chandler's stores—are abandoned to the mercy of the elements. Whole blocks and rows of buildings are deserted. A desolation hardly less sinister than that of Pompeii, hangs over the place. It seems as if the soul that once tenanted it had taken its flight, leaving only a poor mockery of life behind it. Its population has dwindled down to one half of its former number. Nearly all its young men seek their fortune in more promising fields of enterprise."

A COMPANY at Providence, R. I., are building for the Erie Railroad a new locomotive with Dickenson's boiler, which is truly a novel arrangement. The engine driver is placed forward of the boiler, directly over the spot where the chimney of the engines now in use are placed. The water tank, boiler and coal box are all adjoining—so that no tender will be required. Great things are expected of this new arrangement, which has one desirable advantage over the locomotives now in use, at least. The engineer, in case of accident by collision, will, if he is in fault, receive the first fruits of his negligence.

It was stated, at the temperance convention at Saratoga, that the names of thirteen hundred rich men's daughters, in New York, are on the list of applicants for admission to the Asylum for Inebriates at Binghamton in that State.

AN extraordinary match of carrier-pigeons has recently taken place at Brussels. Not less than 538 of these winged messengers, which had been sent to Toulouse for the purpose, were released there at half-past four on Saturday morning last, to contend for prizes amounting in number to 83. The first pigeon arrived at Brussels in 14 hours. The distance being 300 leagues; it must have flown at the speed of 22 leagues an hour.

SOME months since, Dr. Buisson, of Paris, having, in treating a patient, had the virus of hydrophobia communicated to his blood by means of a wound in his fore-finger, took a vapor bath, with the intention of suffocating himself, believing that a cure was impossible; but when the heat of the vapor reached 52 degrees centigrade, he felt entire relief from the symptoms of madness. They did not return, and his cure was permanent. He has since treated many cases of hydrophobia in this way, with complete success.

THE Suez Canal was opened on the 17th of August, and a vessel laden with coal, passed down the Mediterranean to the Red Sea.

THE Isthmus of Suez, which has thus been cut by a Commercial canal, connects Europe with Asia,—Mediterranean with the Red Sea. It is about seventy-five miles long. The work of digging a canal across this strip of land was undertaken in 1852, by a joint-stock company, under the auspices of M. de Lesseps, a French engineer. The company commenced operations in 1859, with a capital of \$40,000,000. The canal is 20 feet deep, and 330 feet wide. It must prove of great value as a "short cut," between the two continents.

AN Irish correspondent of the Chicago Tribune having claimed that four-fifths of the Union army during the late war were Irishmen, that paper declares that a careful inspection of the army rolls will show that not exceeding 50,000 men of Irish nativity fought in the Union ranks. Of the whole 1,500,000 names on the rolls, 80 per cent. are native born.

A GENTLEMAN informs the Iowa State Register that he had been afflicted sorely for five years with inflamed eyes which the physicians could not heal; but that he had worked a total cure by the use of crude petroleum upon them.

A VAST amount of military supplies that are of an imperishable nature are being retained by the Government, and carefully stored away for future use. The rest is being sold. Among the articles retained are clothing, arms and equipments, most of the wagons and harness, and, of course, all kinds of ammunition.