THE EVERING NEWS.

Friday, - - Dec. 26, 1873.

# TRADE

SALT LAKE CITY.

Extract from a letter to Benham's *Musical Review*, from Salt Lake City, Nov. 3—

"A few days visit in this delightful city and Saints, observing the people, hearing from them of their peculiar religion, and admiring the beautiful surroundings of the city of Saints, has been one of the brightest features of my trip 'across the continent.' Much to my surprise I found the people ready to give any information regarding their religious views, and received many favors at their hands. Through the kindness of Mr. Calder, proprietor [editor and publisher] of the *Deseret Evening News* [the church paper] we had a very pleasant interview with President Young who, although suffering with rheumatism, looks well preserved for a man of his age, and in conversation [illegible] *Review* will be more pleased in the musical taste and the development of the city, which I was specially interested in noticing. The Tabernacle is a mammoth circular [oval] building with a seating capacity of 13,000, for which has been built an immense fifty stops organ. The style of the case is massive with large gilt pipes in front, and the appearance gives one an idea of the power and variety it will contain when the sweet organ is fully completed. Joseph H. Ridges, an Englishman, and a member of the Mormon church, is the builder, and this, his greatest work, shows him no novice in musical mechanism. The organ, when finished, will cost over $100,000, and having been built by their own people is, as it may well be, a matter of pride to them. Mr. Joe F. Daynes, the organist, on Monday, kindly exhibited the full capacity of this organ king which fills the vast building with a beautiful volume of tone. The choir consists of above one hundred voices well trained under the direction of Mr. Careless, a thorough English musician. His wife is an accomplished singer, and only the best music is used for their voluntaries. At the yearly assembling of the Saints in the valley, at the Tabernacle, it is designed to have the country choirs assist, which will make a chorus of about 500 voices. The music to be used next year has now been distributed and is in course of preparation for that occasion. There are three music stores in the city, two of which, Calder & Careless, and Daynes & Son, are doing a flourishing business. The Burdett and Peloubet organs are represented by the above dealers.

"The theater has lately been refitted, and is now one of the prettiest places west of New York. They have a fair stock company, a very good orchestra and an average attendance."

The Pope and Archbishop Ledochowski.

The following is a translation (from a German version) of the text of the Pope's letter to Archbishop Ledochowski, referred to in a recent telegram:

REVEREND BROTHER: Greeting and apostolic blessing. If at any time it has been God's pleasure to show to men that the fabric of the church is of Divine building, and that on that account all attacks directed against it by the powers of hell and the wicked men must be in vain, surely it is now, reverend brother, while this truth is forced upon the sight even of those who do not wish to see it, for He has permitted all to conspire for the destruction of the church. We see contempt, calumny, laws, and temporal superiority arrayed against it, the effect of resolutions long formed brought to realization by protracted labor and developed by the most exquisite art, which has almost every where secured supreme power. Its professors are designated rebels, its bishops are condemned by lay courts as agitators, persecuted with fines, deprived of their offices, and expelled the country; the spiritual orders are prohibited; the clergy is gagged, and, by arbitrary measures, prevented from exercising its office; education of the youth in the spirit of the church is forbidden, in order that, on the one hand, the population may not be confirmed in the principles of religion, and that, on the other, the hope may vanish of aids and faithful servants of the altar being trained up, who might undermine the glory of God, the property dedicated to God is robbed; even the chief helmsman of the church is kept in bondage in order that, though utterly despoiled, he may not govern the church with freedom, according to his powers. All this, reverend brother, makes your heart bleed, but it likewise rends our own, for though we are grieved at the heavy portion of woe meeted out specially to you—so heavy that, because of your persecutions your health has been endangered—we see, on the other hand, and beyond this, the evil spreading over the whole of Europe to its full length and breadth, and, moreover, over other continents likewise. Nevertheless, the very magnitude of the evil, and the uncommon breadth of its diffusion, raise the sure hope that deliverance is close at hand. For if God at a former time, when He desired to save the world, permitted so many devilish perversities that even His own Son was not spared, we have cause to infer that the same God is now, by the unbridled efforts of hell, preparing the only eventful regeneration, and for a triumph of the church at this moment [illegible] of all human assistance, and that by the visible manifestation of His power He will compel even the proudest hearts into obedience. Furthermore, reverend brother, you make the tokens of your love the dearer to us, the more you are afflicted with troubles, and magnanimously sacrifice everything, even life itself, to the execution of your office; and the more resolutely and staunchly you fight for the church, the more does our desire gain in intensity that you may be quickly restored to all the more complete health. The gifts from your diocesans, which you have forwarded to us, have forced us to admire their fervent love, but have at the same time occasioned a certain regret, because these alms are offered by those who are themselves hemmed in on all sides by a severe tribulation. Receive, therefore, the assurance of the deep gratitude of our head, you, as well as your clergy and your people, on behalf of whom we pray fervently to God that He may give them the same spirit which He has given their pastor, and like perseverance in the great peril in which they find themselves. May God grant them and you that unfailing unanimity which annihilates and exhausts all the power of the adversaries, in order thus to provide a fresh victory for the just cause and fresh glory for the church. Meanwhile, as herald of the grace of God, and in proof of our particular attachment, we pronounce upon you and both your archdioceses our apostolic blessing.

Given at Rome, St. Peter's, on the 3rd of November, 1873, the twenty-eighth of our reign.

PIUS P. P. IX.

In a cut one mile east of Clipper Gap, on the C. P. R. R., Dec. 15, trains were delayed by a land slip. The slip required fifteen or twenty days to remove it, but a temporary track around it was to be laid. One or two other land slides are reported.

Chapped Hands and Face Sore Lips, Dryness of the Skin, etc., are also cured at once by Hagenbach's Camphor Ice with Glycerine. It keeps the hands soft in all weather. See that you get HAGEBACH'S. Sold by all druggists. Only 25 cts. Manufactured only by Hagenbach & Co., Chemists and Druggists, NEW YORK.

☞ Our Goods are sold by Z. C. M. I and all its branches. 6th-ly cod

## Post Office Department,

WASHINGTON,
*October 1, 1873.*

PROPOSALS will be received at the Contract Office of the Department until 3 p.m. of February 9, 1874, to be opened on the 14th day of March 2,285 (.) for conveying the mails of the United States in the Territory of

UTAH,

*From July 1, 1874, to June 3, 1878,*

on the routes and by the schedules of departures and arrivals herein specified; being routes established at third session of 43d Congress, and first session of 42nd Congress, and others.

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

*An Act of Congress of June 8, 1872, requires a bond in the penalty of $5,000 and signature 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, 96 miles and back, six times a week.
Leave Salt Lake City daily, except Sundays, 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, 30 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 Farley's Mills, to Wanship, 35 miles and back, three times a week.
Leave Salt Lake City Monday, Wednesday, and Friday at 8 a m;
Arrive at Wanship by 4 p m;
Leave Wanship Tuesday, Thursday, and Saturday at 7 a m;
Arrive at Salt Lake City by 4.30 p m.

41104 From Salt Lake City, by West Jordan, to Herriman, 20 miles and back, once a week
Leave Salt Lake City Thursday at 6 a m;
Arrive at Herriman by 12 m;
Leave Herriman Thursday at 1 p m;
Arrive at Salt Lake City by 7 p m.

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

41106 From Tooele to Grantsville, 11 miles and back, once a week.
Leave Tooele Friday at 4.30 p m;
Arrive at Grantsville by 5 p m;
Leave Grantsville Friday at 1 p m;
Arrive at Tooele by 2 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, Shoal Creek, Adamsville, Minersville, and Panaca, to Pioche (Nev.), 338 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 Stockton, to Eureka, 50 miles and back, three times a week.
Leave Lehi City, Monday, Wednesday and Friday at 6 a m;
Arrive at Eureka next days by 12 m;
Leave Eureka, Tuesday, Thursday, and Saturday at 1 p m;
Arrive at Lehi City next days by 7 p m.

41110 From Alpine City to American Fork, 6 miles and back, once a week;
Leave Alpine City Thursday at 1 p m;
Arrive at American Fork by 3 p m;
Leave American Fork Thursday 3.30 p m;
Arrive at Alpine City by 5.30 p m.

41111 From Provo City, by Midway, Heber, Kamas, Peoa, Rockport, Wanship, and Coalville, to Echo City, 79 miles and back, twice a week.
Leave Provo City Monday and Friday at 6 a m;
Arrive at Echo City next days by 6 p m;
Leave Echo City Wednesday and Thursday at 6 a m;
Arrive at Provo City next days by 6 p m.

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

41113 From Salt Creek, by Fountain Green, Moroni, Spring City, Ephraim, Mount Pleasant, Fairview, Thistle, Nephi, Juab City, Levan, 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 a m;
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 3 p m;
Leave Deseret Monday at 8 a m;
Arrive at Holden by 4 p m.

41116 From Beaver, by Paragonah, Parowan, Summit, Cedar City, Hamilton's Fort, Kanarra, Pinto, 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, 88 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 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, 16 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 12.45 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 12 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, 10 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 same days at 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 and Portage, to Oneida City (Idaho), Dale, Ross Fork, Fort Hall, Corbett's Station, Eagle Rock, Market Lake, Watson (Mont.), Point of Rocks, Gaffney's, Crawford, Silver Star, Fish Creek, Iron Rod (n. o.), White Hall, Boulder Valley, Jefferson City, and Clancey, to Helena, 450 miles and back, daily.
Winter schedule 6½ days. Winter schedule 6½ days.
Present pay, $47,500.

41126 From Brigham Station, by Brigham City, to Millard City, 10 miles and back, twice daily to Brigham City, 2½ miles, and three times a week 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 7 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, 12 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), 21 miles and back, three times a week.
Leave Logan Monday, Wednesday, and Friday at 9 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, 730 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, $221,000 per annum.

41132 From Evanston (Wyo.), by Woodruff (Utah), Randolph, Laketown, Swan Creek (n. o.), Fish Haven (Idaho), St. Charles, Bloomington, Harris, Ovid, Liberty, Mound Valley, and Georgetown (Idaho), to Soda Springs, 135 miles and back, one 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 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 as advertised, 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 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 8, 1872, TO BE SUPPLIED TO EACH BIDDER 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 fulfil 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 pecuniarly 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 there is mode of conveying mails of a character different from the Post Office Department, such post office blanks, mail bags, locks and keys, are to be conveyed without extra charge.

3. "Way bills" or receipts, signed 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 route agent, to insure regularity in the delivery of bags and pouches.

4. No pay will be made for trips not performed; and for each or each hundred, if the failure be occasioned by the fault of the contractor or carrier, there shall be pay of the trip will be deducted. The service so far behind time as to break connection with depending mails, and not sufficiently extended, one-fourth of the compensation for the trip is subject to forfeiture. For repeated delinquencies of the kind herein specified, enlarged penalties, proportionate 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 selling 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 proved to have been 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 to, 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 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, 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 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 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 also in reference to the weight of the mail, the character of hills, roads, streams, &c., 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 ground, can be considered, nor for alleged mistake or misapprehension as to the degree of service; nor for bridges destroyed, ferries discontinued, or other obstructions causing or increasing distance or expense 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 last mail before the 1st of January, 1874, as bids received after that time will not be considered in competition with bids of responsible parties 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 entirely satisfactory to the Department, 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 a given route. Consolidated or compound 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 (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 sums of their bids, and to retain copies of them.

16. Blind 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 received twenty-four hours previous to the time fixed for opening the proposals.

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

17. The Postmaster General reserves the right to reject any bid which may be deemed extravagant; and also to disregard the bids of failing contractors and bidders. (Act of June 8, 1872, section 224.)

18. The bid should be sealed, superscribed "Mail Proposals, Ter. of Utah," addressed to the Postmaster General, Contract Office. Bids of $5,000 per annum and upward must be accompanied by a certified check or draft, on a solvent national bank, equal to 5 per cent. of the amount of the bids for service which now costs $5,000 or more per annum. Where the present pay is $5,000 or more, it is equal to the advertisement under the appropriate route.

19. *The contractor is to be notified and returned to the Department by or before the 1st day of June, 1874, otherwise the accepted bidder will be considered as having failed, and the Postmaster General may proceed to contract for the service with other parties, according to law.*

Transfers of contracts, or of interest in contracts, are forbidden by law, and consequently cannot be allowed. Neither can bids, as interest in bids, be transferred or assigned to other parties. Bidders will therefore take notice they will be expected to perform the service awarded to them through the whole contract term.

18. Section 249 of the act of June 8, 1872 provides that contracts for the transportation of the mail shall be "awarded to the lowest bidder tendering sufficient guarantees for faithful performance, without other reference to the mode of such transportation than may be necessary to provide for the due celerity, certainty, and security thereof." Undoubtedly law bids that propose to transport the mails with "*celerity, certainty and security,*" *having been decided to be the only legal bids, are construed as providing for the entire mail, however large, and whatever may be the mode of conveyance necessary to insure its "celerity, certainty and security," and have the preference over all others*, and no others are considered, except for steamboat routes.

19. A modification of a bid in any of its essential terms is tantamount to a new bid, and cannot be accepted as a bid therefore 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 persons of sufficient responsibility. (See section 247, act of June 8, 1872.) They must not place the certificate until the sum of the bid is inserted, and the bid and guarantee are signed by the bidder and two guarantors. *A disregard of this instruction by postmasters will subject them to immediate removal and a severe penalties.*

Postmasters are also liable to dismissal from office for acting as agents of contractors or bidders, with or without compensation, in any business matter, or 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 agencies are distinctly notified that on a failure to enter into or perform the contracts for the service proposed for in the second bid, their legal liabilities will be enforced against them.

22. Present contractors, and persons known at the Department, must, equally with others, procure guarantors and sureties for their bids, and be prepared to fill 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 let.

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 RAYNOR.

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 the 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 to 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, also 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. This 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 29.

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.*
6235 1m w&1 1m

O. L. ELIASON,
*Practical Watchmaker,*
First South St., East of DESERET BANK
Keeps a Full Assortment of

Elgin Watches

IN GOLD AND SILVER CASES, GUARANTEED TIME TIMEKEEPERS, AT FACTORY PRICES.

Watches Made to Order with my own New PATENT ATTACHMENTS.

CHRONOMETERS, WATCHES, CLOCKS, &c., REPAIRED AND ADJUSTED AND WORK GUARANTEED.

☞ MY STOCK OF JEWELRY has been selected with great care and is of first Quality. I sell upon honor at prices that cannot fail to give satisfaction. ☞ [411 1]

FOR SALE,

DOORS, SASH, BLINDS, MOULDings, and Building Hardware, by

WM. PAUL, Jr.

*Builder and Importer of Builders' Finishing Work.*

STAIRS

Of all Descriptions Imported and put up on SHORT NOTICE.

N. B.—I have also the agency for W. I. Tustin's Monomy and Eureka

WINDMILLS.

The above class of goods constantly arriving, which I will sell cheap for CASH.

*Come and see me.*

OFFICE AND SALESROOM—South Temple Street, 4 block East of Depot. 4[illegible]

JOE BARKER,
CUTLER LOCK AND GUNSMITH
SAWS SHARPENED,
*STOVES REPAIRED, &c*
COMMERCIAL STREET.
4[illegible]

School Books

AND

STATIONERY,

RETAILED AT WHOLESALE PRICES

Calder & Careless.

WAGONS.

BAIN WAGONS

SELL

ON

Their Own Merits.

FIRST WAGON DEPOT SOUTH OF THE THEATRE,

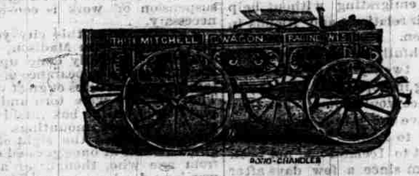
SEBREE & ROBERTSON

Z. C. M. I.

Sell the BAIN Wagon at Logan and Ogden, Utah.

6309 1y

Fish Bros. Utah Wagon.



The OLD RELIABLE MITCHELL WAGON

THESE TWO WAGONS ARE MADE AT RACINE, WISCONSIN, AND ARE

*Unrivalled and Unequalled*

For Excellence in this Market. They are built of the very

BEST QUALITY OF THOROUGHLY SEASONED TIMBER.

They are the

Best Ironed and Easiest Running Wagons in the Market.

Ask any man who has run one of these Wagons and he will confirm these statements.

THEY ARE THOROUGHLY WARRANTED,

And we point with pride to the fact that no man in Utah can say that either of these firms has not done the Square Thing on their Warranty.

*There have been More of these Wagons Sold in this Territory*

Than of any other manufacture, during the past season.

WAGON DEPOT ON STATE ROAD, N. E. Cor. of 1st East and 2nd South Street.

JOHN W. LOWELL & CO., General Agents.

☞ We also keep on hand the Best Assortment of Wagon Stock and Hard Wood Lumber in Utah. 8 1y

MACDUFF BROTHERS'

Mammoth

LIME KILNS

ARE NOW BEYOND ALL DISPUTE ACKNOWLEDGED BY MASTER BUILDERS and Plasterers

The only Kilns in the vicinity of Salt Lake City capable of producing Lime fit for Plastering, Cornicing or any other fine work,

And for COMMON WORK their Lime is known to make THIRTY PER CENT. more and better cementing mortar than any other offered to the public.

*Finishing Lime 50 cents per bushel.*

His Kilns situate at HOT SPRINGS.

OFFICE—COMMERCIAL STREET.

6213 10m P. O. BOX 1202, SALT LAKE CITY.

Utah Northern Railroad.

TRAINS RUN BETWEEN

CORINNE

Junction with C. P. R. R.

AND

LOGAN.

On and After Oct. 1st, 1873, Daily Passenger Trains

Leave Corinne at ..... 12.00 p. m.
Leave Logan at ..... 7.30 a. m.

Parties leaving Salt Lake City for Cache should take the Utah Central morning Passenger Train, in order to make connections with Central Pacific at Ogden and Utah Northern at Corinne.

☞ Stages connect with Trains to and from Northern Settlements.

*Trains Run on Salt Lake Time.*

☞ Passengers will please purchase their Tickets at the Office. ☞

For all information concerning Freight or Passage, apply to CHAS. HIBLEY, General Freight and Ticket Agent.

MOSES THATCHER, Gen'l Supt.

6230-tf

Pioneer Furniture Stores.

ESTABLISHED IN 1857 AT 31 EAST TEMPLE STREET AND 75 FIRST SOUTH STREET.

WHOLESALE & RETAIL

DEALER IN

IMPORTED FURNITURE AND UPHOLSTERY GOODS.

BED ROOM SUITS

AT

Henry Dinwoodey's.

NIGHT COMMODES—AT DINWOODEY'S,
PARLOR SUITS—AT DINWOODEY'S,
BOOK AND CLOCK SHELVES—AT DINWOODEY'S,
EXTENSION TABLES—AT DINWOODEY'S,
WINDOW SHADES—AT DINWOODEY'S,
OFFICE and PARLOR DESKS—AT DINWOODEY'S,
WINDOW CORNICES—AT DINWOODEY'S.

Book Cases, Cupboards, Meat Safes, Mirrors and Mirror Plates, Feathers, Spring Mattrees, And

The Wonderful Woven Wire Mattress

☞ THE BEST BED OUT! ☜

Special Inducements to Country Dealers.

6230-1y

RAILROADS.

## C. P. R. R.

ON AND AFTER MONDAY, SEPT. 22th, 1873, Trains will leave OGDEN daily, as follows:

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

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

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

A. N. TOWNE,
Gen'l Supt.

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 | 8.30 p.m. |
| Freight | 18.30 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 Pagan 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 or Utah may East can avail themselves of an excursion rate from Cheyenne to Denver and return at greatly reduced rates.

For particulars and all information in regard to passage, apply at ticket offices.

Passengers should be careful to secure their passage tickets to all Eastern, and Southern points via Omaha, and thus avoid the miseries of the disadvantages 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. 47[illegible]

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,