THE EVENING NEWS.

Wednesday, - - November 10, 1869.

LOCAL AND OTHER MATTERS.

HIGH COUNCIL.—The High Council will meet on Friday, Nov. 12th, at 10 a.m., at the City Hall. A punctual attendance is requested.

THEATRICAL.—Last night the performance at the Theatre commenced with the play of the "Rough Diamond," in which a first rate opportunity was given to Mr. Margetts and Miss Annie Ward to display their powers as comedians, and they certainly made the best use of the opportunity afforded. Miss Annie Ward as Margery, played her part to the life, while "Phil" as Cousin Joe, fairly created a storm of laughter. In such characters as Cousin Joe Phil is irresistibly comic, and there are few who can excel him.

Miss Jessie Brown the principla characters were well sustained. Mr. Lindsay as the eccentric parson, Rev. David Blount, created much merriment.

To-night the performance is for the benefit of Mrs. DeBar, the bill provided being an excellent, consisting of the very beautiful drama "The Romance of a Poor Young Man," followed by the farce of the "Swiss Swains." In the former piece Mrs. DeBar will appear as Madame Aubrey, Mr. Mckenzie as Dr. Desmarets, Mr. Harries as the Marquis de Champcey, Miss Eckhart as Marguerite. Other characters by Messrs. Graham, Lindsay, McIntosh, &c.

In the "Swiss Swains" Mrs. DeBar will personate Dame Gibb, she will be assisted by Messrs. Margetts, Graham and Crowther and Miss Annie Ward.

This is the first benefit of Mrs. DeBar. She is an excellent actress, presents a first rate entertainment and we hope to see a full house give a substantial token of public esteem and favor.

DON'T SHOOT THE QUAILS.—We were waited upon yesterday afternoon by Captain Zabriskie, of Camp Douglas, who informed us that General Gibbon, a short time since, brought to this Territory fourteen pairs of California quails, and set them at liberty for the purpose of propagation. The Captain informs us that the day before yesterday he saw a pair of these birds that had been shot by some person, and he wished us to make a request for parties fond of sport not to interfere with them at present, at any rate. They are a very beautiful bird, excellent eating, and multiply very rapidly, and if let alone they will soon be plentiful, but if killed off now an excellent introduction will be frustrated.

FOX ESCAPED.—The silver grey fox, belonging to the menagerie of Brother John W. Young, of this city, made his escape from his cage yesterday. He is about six months old, tail tipped with white. Any person finding him will greatly oblige by restoring him to his owner.

TRESPASS BY COAL HAULERS.—We hear complaints made by citizens of Coalville and vicinity of damage committed by those hauling coal from the Weber beds, in burning fences, and, since the wires have been taken down, the telegraph poles. This practice has been carried on for the past year or two, and last season we are informed that one man had thirty rods of fence burned. All coal haulers know that this practice is dishonest, for neither fences nor telegraph poles are public property; and if they were, materials for making fires, we should think, could be procured in abundance, of far less value than fences and telegraph poles. If these depredations are continued it is the intention of the citizens in the locality where they are committed to have parties on the lookout, for the purpose of arresting any who may trespass in like manner in future, and such persons may depend upon being prosecuted to the fullest extent of the law.

"INDIAN JUSTICE."—Under this head, the *Reese River Reveille* of the 3rd instant says:

"Yesterday a Shoshone Indian was put to death by members of his tribe, in Emigrant canyon, one and a half miles north of this city, under the following circumstances: The Indians say, that New Pass Jim, which was the name of the Indian killed, was a bad fellow generally, and that a few days ago he drew his pistol and attempted to kill an Indian from Edward's creek, without provocation or cause. His case was considered in council, and it was resolved that he should be put to death. He was taken to the canyon, his hands and feet were bound with ropes, and his throat cut from ear to ear. The dead man left a father and other relatives at New Pass, who will undoubtedly exact the penalty of life for life. The Indians who perpetrated the deed of savage justice are apprehensive of their vengeance, and contemplate the destruction of the entire family."

TRAGIC AFFAIR.—A shocking murder, to which swift retribution was awarded, occurred at the town of Evans, in Colorado, on the 6th instant. The name of the murdered man was Daniel Steele, one of the pioneers of the Territory, who at the time of his death was keeping a hotel. A man named Joel Carr, a Pennsylvanian, applied and paid for dinner at Steele's hotel, but became mad and abusive because the first table was full. His money was returned to him and he was requested to leave the house, which he did, but returned sometime in the afternoon and again commenced to abuse Steele, who sought to pacify him; but instead of succeeding in this, Carr drew a revolver and fired at Steele, the ball lodging in his ear and causing his death in a few minutes. Carr attempted to escape, but was captured, and efforts were made to lynch him by the citizens; but this was prevented and a court was immediately formed, a jury empanelled, counsel for the defence appointed, depositions of witnesses received, a form of trial gone through, and a verdict of guilty rendered by the Jury. The prisoner was turned over to the people, who hung him to the nearest tree.

Steele was a native of Washington, D. C., has lived most of his life at Baltimore, and leaves a wife and five children.

THE SOCIAL EVIL IN OMAHA.—According to the *Omaha Herald* of the 7th inst., the municipal authorities of that thriving city are determined, if possible, to suppress the "social evil" there. A complaint had been entered, by the city-marshal, against thirty-seven abandoned women,—the entire number of that class in that city. Their cases were to be tried on Monday last.

The *Herald* thinks that, so far as abandoned women are concerned, this is a better showing than can be made by any city of the same size in the United States.

The Doctor forgets Salt Lake City; it is considerably larger than Omaha, is in the United States, and we think it doubtful that one of that class of professionals could be found here.

NEW ADVERTISEMENTS.

OYSTERS! OYSTERS!!

JOE SIMMONS,

PROPRIETOR "REVERE HOUSE SALOON,"

IS receiving daily, **Fresh Oysters** direct from Baltimore. Also **Pig's Feet, Calves' Tongues, Old English and Scotch Ale and Porter;** Brewer, Bemas & Co.'s celebrated **Ale, Waggener's Ale and Lager Beer,** Golden Crown **Cigars,** Premium Fine Cut **Tobacco;** In fact, to speak seriously, you must call and see and taste for yourself. d174-tf

THIRKILL & EARL,

MERCHANT TAILORS,

First South Street,

FIRST DOOR EAST OF NATIONAL HOTEL

Have just received a splendid assortment of

BEAVERS, BROADCLOTHS, DOESKINS, FANCY CASSIMERES, VESTINGS, Etc., Etc.,

And respectfully solicit a call from all their old friends and customers, and remind them that they are always ready to execute everything pertaining to GENT'S CLOTHING in *The highest degree of Elegance and the First style of Fashion.*

C. THIRKHILL, M. EARL.

d286-1m

FOR AN APPETIZER USE Red Jacket Bitters

d115-6m

BLANKS! BLANKS!!

—:o:—

We have for sale at the DESERET NEWS OFFICE *the following—*

STATEMENT BLANKS

For filing before Judges of Probate Courts by owners of Town Lots where the Town Sites have been entered at the U. S. Land Office.

WARRANTEE DEEDS

For the sale of Land.

TRANSFER DEEDS

For the transfer and sale of Claims.

DECLARATORY STATEMENTS

For cases where the Land is not subject to Private Entry.

HOMESTEAD BLANKS.

AFFIDAVITS

Required of Pre-emption Claimants.

OFFICIAL BONDS.

DECLARATIONS of INTENTION.

Certificates of Citizenship.

☞ A large supply always on hand, which we sell at low rates.

Orders by mail will meet with prompt attention

Blanks not enumerated above will be furnished according to order.

d8dw

H. M. POOLE & Co.,

DRUGGISTS & APOTHECARIES,

Dealers in Toilet and Fancy Goods,

ECHO CITY, UTAH.

Country Stores Furnished with Goods at Reasonable Rates.

d283 3m

CHEAP AND GOOD BOARDING HOUSE

IF you want a comfortable Boarding House, go to the ELEPHANT CORRAL HOUSE, Eighth Ward, Salt Lake City.

JAMES ROBBINS, Proprietor.

Oct. 25, 1869. d285-1m

NOTICE!

JOHN BAUMAN having this day withdrawn from the firm of J. BAUMAN & CO., this is to give notice that the business will hereafter be carried on under the name and style of Bauman & Co.

GEORGE BAUMAN, WILLIAM D. LEWIS.

Salt Lake City, Nov. 2, 1869. d292-1

A PAMPHLET

CONTAINING

Three Discourses

BY

PRESIDENT GEORGE A. SMITH,

AND

ELDERS ORSON PRATT and GEORGE Q. CANNON,

ON

PATRIARCHAL MARRIAGE

DELIVERED

In the New Tabernacle, Salt Lake City, October 7th, 8th and 9th,

WILL BE

FOR SALE

AT THIS OFFICE,

TO-MORROW, (SATURDAY,) 30th INST.

☞ Every Missionary should have a supply.

PRICE 50 Cents Single Copy.

Large reduction made to wholesale buyers.

d289-tf

PRICE LIST

OF

BOOTS, SHOES

AND

LEATHER

Men's Custom Kip Boots,		Pegged,	$6.00
" " " "		Nailed,	6.50
" " Calf	"	Peg'd,	5.00 to 10.00
" " "	"	Sew'd,	7.50 to 18.00
Boy's " Kip	"	Pegg'd	3.50 to 5.00
Mens' " " Shoes,	"		2.00
" " " "		Nailed	2.25
" " Calf	"	Pegged	2.50 to 4.00
" " " "		Sewed	3.50 to 5.00
Womens' " " "			2.50 to 8.00
" " Kid and E. Lasting			4.50 to 8.00
Womens' Eastern Made Shoes			1.50 to 5.00
Mens' " " Boots			4.00 to 10.00
SOLE LEATHER	-	-	40 cts. per lb.
HARNESS "	-	-	45 " "
BRIDLE "	-	-	50 " "
UPPER "	-	-	$60 to $72 per doz.

Wm. SLOAN & Co.,

SIGN OF "BIG BOOT,"

SALT LAKE CITY.

d267-tf

CITY CREEK

FOUNDRY

AND

MACHINE SHOP.

—:o:—

THE PROPRIETORS take pleasure in announcing to the citizens of the Territory that they have erected a

A MACHINE SHOP AND FOUNDRY,

North of Pres. Young's premises

In which they have all the facilities of

MACHINERY.

IRON And COKE

TO

CAST, TURN AND FIT UP

ALL KINDS OF MACHINERY

DRAWINGS and PATTERNS

ARE MADE AT THE WORKS.

Steam Engines,

AND

MILL WORK

Of every description,

MADE TO ORDER.

BRASS CASTINGS

AND

COPPER SMITHING.

☞ The Foundry will be conducted so that all work will be executed with neatness and dispatch.

TERMS REASONABLE.

d273-tf B. YOUNG & CO.

UNITED STATES MAILS.

UTAH.

POST OFFICE DEPARTMENT,
Washington, Sep. 30, 1869.

PROPOSALS will be received at the Contract Office of this Department until 3 p.m of March 1, 1870, for conveying the mails of the United States from July 1, 1870, to June 30, 1874, in the Territory of Utah, on the routes and by the schedules of departures and arrivals herein specified.

Decisions announced by March 14, 1870.

Number

16601 From Salt Lake City, by Big Cottonwood, Union, Draper, Lehi City, American Fork, Pleasant Grove, Provo City, Springville, Payson, Santaquin, Mona, Salt Creek, Chicken Creek, Round Valley, and Holden, to Fillmore City, 150 miles and back; six times a week to Provo City; three times a week the residue.
Leave Provo City Monday, Wednesday and Friday, at 8 a m;
Arrive at Fillmore City Wednesday, Friday and Sunday by 5 a m;
Leave Fillmore City Monday, Wednesday and Friday at 11 p m;
Arrive at Provo City Tuesday, Friday and Sunday by 11 p m;
Leave Salt Lake City daily, except Sunday, at 8 a m;
Arrive at Provo City by 11 p m;
Leave Provo City daily, except Sunday, at 8 a.m. Arrive at Salt Lake City by 11 p m.

16602 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.

16603 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

16604 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.

16605 From Ogden City to North Ogden, 7 miles and back, twice a week
Leave Ogden City Monday and Thursday at 3 p m;
Arrive at North Ogden by 5 p m;
Leave North Ogden Monday and Thursday at 11 a m;
Arrive at Ogden City by 1 p m;

16606 From Ogden City, by Lynne and Slatersville, to Plain City, 10 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.

16607 From Wellsville to Mendon, 6 miles and back, once a week.
Leave Wellsville Monday at 9 a m.
Arrive at Mendon by 12 m;
Leave Mendon Monday at 1 p m;
Arrive at Wellsville by 4 p m.

16608 From Franklin to Soda Springs, 85 miles and back, once a week.
Bidders to propose schedule of departures and arrivals.

16609 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 at 3:30 p m
Arrive at Alpine City by 6 p m.

16610 From Salt Creek, by Spanish Fork Cañon, Fountain Green, Fairview, Moroni, Mount Pleasant, Springtown, Ephraim, and Manti, to Gunnison, 87 miles and back, twice a week.
Leave Salt Creek Monday and Wednesday at 6 a m;
Arrive at Gunnison next days by 6 p m;
Leave Gunnison Wednesday and Friday at 6 a m;
Arrive at Salt Creek next days by 6 p m.

16611 From Fillmore City, by Meadow, Kanoch, Beaver, Paragonah, Parorvan and Summit, to Cedar City, 125 miles and back, twice a week.
Leave Fillmore City Monday and Thursday at 6 a m;
Arrive at Cedar City Wednesday and Saturday by 8 p m;
Leave Cedar City Thursday and Monday at 6 a m;
Arrive at Fillmore City Saturday and Wednesday by 8 p m.

16612 From Fillmore City to Deseret, 30 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.

16613 From Cedar City, by Kanarraville, Bellevue, Toquerville, Harrisburgh, and Washington, to St. George, 65 miles and back, twice a week.
Leave Cedar City Monday and Thursday at 6 a m;
Arrive at Santa Clara Wednesday and Saturday by 5 p m;
Leave Santa Clara Monday and Thursday at 6 a m;
Arrive at Cedar City Wednesday and Saturday by 6 p m.

16614 From Cedar City, by Pinto, Pine Valley, and Barney, 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 by 6 p m.
Bids for twice-a-week service invited.

16615 From Toquerville, by Virgin City, Duncan's Retreat, Grafton, and Rockville, to Springdale, 25 miles and back, once a week.
Leave Toquerville Friday at 8 a m;
Arrive at Springdale by 5 p m.
Leave Springdale Saturday at 8 a m;
Arrive at Toquerville by 5 p m.

16616 From Nephi, (locat,) by Severe Valley (local) and Fort Gunnison, (local) to St. George, 245 miles and back, once a week.
Leave Nephi Monday at 7 a m;
Arrive at St. George Friday by 7 p m;
Leave St. George Monday at 7 a m;
Arrive at Nephi Friday by 7 p m.

16617 From Logan to Oxford, (local,) 25 miles and back, once a week.
Leave Logan Monday at 7 a m;
Arrive at Oxford by 5 p m;
Leave Oxford Wednesday at 7 a m;
Arrive at Logan by 5 p m.

16618 From Huntsville to Bennington, 20 miles and back, once a week.
Leave Huntsville Monday at 6 a m;
Arrive at Bennington by 12 m;
Leave Bennington Monday at 1 p m;
Arrive at Huntsville by 7 p m.

16619 From Logan to Wexton, (local,) 25 miles and back, once a week.
Leave Logan Monday at 7 a m;
Arrive at Wexton by 5 p m;

16620 From Lehi City, by Cedar Valley, to Fairfield, 15 miles and back, once a week.
Leave Lehi City Tuesday at 7 a m;
Arrive at Fairfield by 12 m;
Leave Fairfield Tuesday at 1 p m;
Arrive at Lehi City by 6 p m.

16621 From Beaver, by Adamsville, Minersville, and Panaca, to Hico, 195 miles and back, once a week.
Leave Beaver Monday at 6 a m;
Arrive at Hico Wednesday by 6 p m;
Leave Hico Thursday at 6 a m;
Arrive at Beaver Saturday by 6 p m.
Proposals to end at Minersville, 20 miles, invited.

16622 From Indian Creek, (Utah,) by Boise City, Martinsville, Emmitsville, Middleton, Weiser Ranch, (Idaho,) Express Ranch, Auburn, Baker City, North Powder, Union, La Grande, Orodell, Cayuse, Mitchell's Station, Walla Walla, Wallula, and Umatilla, to The Dalles, (Oregon,) 765 miles and back, six times a week.
Bidders to propose schedule.
Proposals to end at Boise City, (Idaho,) 300 miles, invited.

16623 From Eagle Valley, (local,) to Panaca, 75 miles and back, once a week.
Leave Eagle Valley Thursday at 12 m;
Arrive at Panaca by 7 p m;
Leave Panaca Friday by 8 a m;
Arrive at Eagle Valley by 3 p m.

6624 From Pinto to Panaca, 62 miles and back, once a week.
Leave Pinto Monday at 6 a m;
Arrive at Panaca next day by 5 p m;
Leave Panaca Wednesday at 6 a m;
Arrive at Pinto next day by 5 p m.

16625 From Provo City, by Midway, Heber, Kamas, Peoa, Rockport, Wanship, and Coalville, to Echo City, 85 miles and back, once a week.
Leave Provo City Monday at 6 a m;
Arrive at Echo City Wednesday by 12 m;
Leave Echo City Wednesday at 1 p m;
Arrive at Provo City Friday by 6 p m.
Proposals for twice-a-week service invited

16626 From Tooele to Grantsville, 11 miles and back, once a week.
Leave Tooele Thursday at 1 p m;
Arrive at Grantsville by 4 p m;
Leave Grantsville Thursday by 4.20 p m;
Arrive at Tooele by 7 p m.

16627 From Franklin, by Fish Haven, Saint Charles, Bloomington, Paris and Liberty to Bennington, 60 miles and back, once a week.
Leave Franklin Monday at 7 a m;
Arrive at Bennington next day by 6 p m;
Leave Bennington Wednesday at 6 a m;
Arrive at Franklin next day by 6 p m.
Proposals to extend service to Montpelier, 6 miles, invited.

6628 From Salt Lake City, by Stoker, Centreville, and Farmington, to Uintah, 29 miles and back, six times a week, with side supply to Kaysville twice a week or more, in due connection.
Leave Salt Lake City daily, except Sunday, at 7 a m;
Arrive at Uintah by 4.30 p m;
Leave Uintah daily, except Sunday, at 7 a m;
Arrive at Salt Lake City by 4.30 p m.

16629 From Salt Lake City, by Tooele, to Stockton, 40 miles and back, twice a week.
Leave Salt Lake City Tuesday and Friday at 6 a m;
Arrive at Stockton by 7 p m;
Leave Stockton Wednesday and Saturday at 6 a m;
Arrive at Salt Lake City by 7 p m.

16630 From Corinne, by Bear River, and Portage, [Utah,] Malad City, Fort Hall, Eagle Rock, Snake River Ferry, Sturgis, and Junction Ranch, [local, Idaho Ter.,] to Virginia City, [Mon. Ter.,] 330 miles and back, three times a week.
Leave Corinne Monday, Wednesday, and Friday at 8 a m;
Arrive at Virginia City third day by 8 p m
Leave Virginia City Monday, Wednesday and Friday at 8 a m;
Arrive at Corinne third day by 8 p m;
Winter schedule five days.
Proposals to extend service to Helena, (Mon. Ter.,) 125 miles further, invited.

16631 From Brigham City, by Willard City, to Hot Springs, 16 miles and back, six times a week.
Leave Brigham City daily, except Sunday, at 7 a m;
Arrive at Hot Springs by 12 m;
Leave Hot Springs daily, except Sunday, at 1 p m;
Arrive at Brigham City by 7 p m.

INSTUCTIONS 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 part of a car, properly lighted, warmed, and furnished, and adapted to the convienent seperation and due security of the mails, is to be provided by the contractor, under the direction of the Department.

4. 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 Debartment, to accompany the mails conveyed on railroad and steamers, specifying the number and destination of the several bags. On other principal routes, likewise, receipts will be required and way bills forwarded; the latter to be examined by the several postmasters, to insure regularity in the delivery of mails.

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 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 passangers, 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 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 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 connections with railroads, without increase of pay, provided the running time be not abridged. The Postmaster General may also discontinue or curtail the service, in whole or in part, in order to place on the route superior service, or whenever the public interests, in his judgement, shall require such discontinuance or curtailment for any other cause; he allowing as 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 November, February, May, and August.

10. The distances are given according to the best information; but no increased pay will be allowed should they be greater than advertized, 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 misapprehension as to the degree of service; nor for bridges destroyed, ferries discontiued, or other obstructions increasing distance or expence, 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., March 1, 1870,) 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 advertisment, 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 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 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. [Act of July 2, 1836, section 24.]

16. The bid should be sealed, superscribed "Mail Proposals, Territory of Utah," addressed "Second Assistant Postmaster General, Contractors Office," and sent by MAIL, not by or to an agent; and postmasters will not inclose 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, 1870; but the service must be begun on that day, or on the mail day next after it, whether the contracts be executed or not

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

18. Postmasters at offices on or near railroads, but more than eighty rods from a station, will, immediately after the 1st of March next, report their exact distance from the nearest station, 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 those 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 can not 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.

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.

WM. A. J. CRESWELL,
d279-6 POSTMASTER GENERAL.

1850. THE 1869.

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