THE EVENING NEWS.

Friday, Dec. 5, 1873.

WESTERN NOTES.

Olympia girls of twelve years of age and under—some of them—are preparing for wet weather. A half mile walk on stilts two feet high is no feat at all for them.

According to the Walla Walla *Spirit*, hoodlums of the age of seven or eight years perambulate the streets of that town at night in a condition far from sober.

Miss Mary H. Bennett, Principal of the public schools of Folsom, says the *Telegraph*, while at the social party at Henry Mette's, on Thursday evening, Nov. 27th, accidentally fell and was seriously hurt. Her case is said to be critical.

S. Kingsbury exhibited to us yesterday an egg laid by one of his hens, which is of novel shape, being constructed something after the form of a blacksnake whip, with the lash part lying back upon the handle.—*Sacramento Union*, Nov. 1.

Frank Gross, formerly editor of the Marysville *Appeal*, but now of the United States Mint, is a candidate for Secretary of the California State Senate. The San Francisco *Call* is of the opinion that one office at a time is enough, and that inasmuch as Mr. Gross occupies a position in the Mint, he should fill it or be turned out.

The county of Monterey (Cal.) embraces 4,500 square miles of territory, with almost every variety of soil, climate and pursuits—fifty miles in width by nearly one hundred in length—larger than Rhode Island and Delaware combined. If the county is divided, the new county would embrace about 1,300 square miles, larger itself than Rhode Island, and nearly as large as Delaware.

FOREIGN NOTES.

Sheffield has decided to purchase twenty acres of land for a park, at the cost of £14,000.

The Duke of Bedford was so pleased with what he saw of the Cathedral work at the recent festival at Ely that he has given £1,000 for the further restoration of the noble building.

The passion for pilgrimages is now prevalent in Central Asia, says the *Pall Mall Gazette*, and the *Levant Herald* announces that a body of about thirty Khivans arrived in Constantinople by the Odessa steamer on a pilgrimage to Mecca.

One of the German steamship companies makes a curious distinction in the matter of which way a baby is bound. For babies under one year, brought from Germany to America, the fare is two dollars, while all who are carried from New York to Germany go free.

An order to supply 1,000 pocket filters for the use of the troops employed on the Gold Coast has been given by the Government to the Silicated Carbon Filter Company. These filters weigh about 11lb, and are carried by a sling over the shoulder.

The very alarming occurrence of a fire at a lunatic asylum at Peckham has happily passed over with no fatal or serious result except some injury to the face of the chief medical officer. Three hundred patients had to be removed; and this was done without a single hitch in the difficult operation.

Being taken into custody on the charge of attempting to pick a lady's pocket, James Young, describing himself as a gentleman, and giving his address at the Grosvenor Hotel, London—where, on inquiry, he was not known—said it "was only a gentleman's trick," and said he had "done it for a lark."

Land and Water says an apricot tree belonging to Mr. W. S. Portal, of Malshanger Park, Basingstoke, which is said to be seventy-five years' old, has yielded over 150 dozen of fruit this year; last year it produced 200 dozen. The tree covers an area on the wall which it grows of no less than 440 square feet. The soil of the garden is very chalky.

The London correspondent of the *Glasgow News* says: It has been determined by Archbishop Manning and the English Roman Catholic hierarchy that, following the example of their Irish Episcopal brethren, there shall be established in the heart of the English metropolis a Roman Catholic University, with professors, affiliated colleges and schools, and degree-conferring powers. Monsignor Capel will, I believe, be its first chancellor or president.

While the Bishop Suffragan was preaching the opening sermon at Trinity Church, Nottingham, on Sunday, after the recent restoration of that edifice, intimation was quietly conveyed to him, by the vicar, that the roof was in flames. Without the least emotion, the preacher brought the service to a close, and quietly dismissed the congregation, who departed in perfect ignorance of the fact that they had been spared the peril of a panic.—*Bolton Guardian, Nov. 8.*

Under the appropriate title of "A Comfortable Thought for Ratepayers," the *National Church* says:—"The Rev. E. Stuart, vicar of St. Mary Magdalene's, Munster-square, London, has lately published a statement to the effect that he is building, at his own expense, schools for 900 children which will not cost £1,000. The London School Board are building at the expense of the ratepayers schools for 730 children, within 100 yards of his schools, at a cost which will exceed £17,000."

It is probably well known that the Paris *Journal des Debats* has for some time hesitated between monarchy and republic. One of its contemporaries recently hit off this good-Lord good-devil policy in the following story, which is alleged to have occurred in a cafe. One gentleman hands another the last number of the *Debats*. "Pardon, monsieur; is it to-day republican?" "Non, monsieur; it is monarchial." "Never mind, then, I will read it to-morrow, for I am a republican."

At the Wandsworth Police Court, London, two persons of presumably respectable positions have been charged with being drunk and "refusing to leave" when requested by a policeman. They, however, gave a very different version of the affair, and the magistrate, in discharging them, said a man had a right to talk to a friend in the street, and a constable had no right to interfere, adding that he knew of no law to make a man walk on at the dictation of a policeman. At the same court two tradesmen were severally fined 10s. and costs for selling adulterated mustard.

Consumption, Scrofula, Etc

HEGEMAN'S GENUINE COD LIVER OIL. Our Cod Liver Oil is warranted pure Newfoundland Oil. It has stood the test of over twenty years' experience, and can be relied on in every particular. Manufactured by Hegeman & Co., Chemists and Druggists, NEW YORK, and sold by all Druggists.

☞ Our Goods are kept by E. C. M. I. and all its branches. d79-1y eod

CHOICE SHEEP FOR SALE

At President Brigham Young's Farm, Cache Valley.

THREE COTSWOLD YEARLING BUCKS,
TWENTY COTSWOLD LAMBS, Bucks,
THIRTY-FIVE MERINO Bucks, fearlings and two years old.

Apply to Samuel Holt, on the premises.

Salt Lake City, Oct. 7, 1873. d236 tf

Chapped Hands and Face

SORE LIPS, Dryness of the Skin, etc., cured at once by Hegeman's Cod Liver Oil with Glycerine. It has stood the test of many years. See that you get Hegeman's. Sold by all druggists. Only Made, Manufactured only by Hegeman & Co., Chemists and Druggists, NEW YORK.

☞ Our Goods are sold by E. C. M. I. and all its branches. d79-1y eod

Post Office Department.

WASHINGTON,
October 1, 1873.

PROPOSALS will be received at the Contract Office of this Department until 3 p.m. of February 2, 1874, (to be decided on or before March 2, 1874,) for conveying the mails of the United States in the Territory of

UTAH,

From July 1, 1874, to June 30, 1878,

On the routes and by the schedules of departures and arrivals herein specified; being routes established at third session of 41st Congress, and first session of 42nd Congress, and others.

(Examine carefully the forms and instructions annexed.)

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

UTAH.

41101 From Salt Lake City, by Lake Point, Tooele, Stockton, and Jacob City, to Ophir, 60 miles and back, six times a week.
Leave Salt Lake City daily, except Sunday, at 8 a m;
Arrive at Ophir next days by 4 p m.
Leave Ophir daily, except Sunday, at 8 a m;
Arrive at Salt Lake City next days by 4 p m.

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

41103 From Salt Lake City, by Paper Mill and Parley's Park, to Wanship, 32 miles and back, three times a week.
Leave Salt Lake City Monday, Wednesday, and Friday at 9 a m;
Arrive at Wanship by 7 p m;
Leave Wanship Tuesday, Thursday, and Saturday at 8 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 7 p m;
Leave Grantsville Friday at 1 p m;
Arrive at Tooele by 4 p m.

41107 From Ophir, by Lewiston and Camp Floyd (n. o.), to Fairfield, 15 miles and back, once a week.
Leave Ophir Monday at 7 a m;
Arrive at Fairfield by 12 m;
Leave Fairfield Monday at 1 p m;
Arrive at Ophir by 6 p m.

41108 From Lehi City, by American Fork, Pleasant Grove, Provo City, Springville, Spanish Fork, Salem, Payson, Spring Lake, Santaquin, Mona, Salt Creek, Levan, Chicken Creek, Scipio, Holden, Fillmore City, Meadow, Kanosh, Cove Creek, Beaver, Adamsville, Minersville, and Panaca, to Pioche (Nev.), 336 miles and back, six times a week.
Leave Lehi City daily, except Sunday, at 8 a m;
Arrive at Pioche in four days;
Leave Pioche daily, except Sunday, at 8 a m;
Arrive at Lehi City in four days.
New service.

41109 From Lehi City, by Cedar Valley, Fairfield, and Homansville, to Eureka, 50 miles and back, three times a week.
Leave Lehi City, Monday, Wednesday, and Friday at 6 a m;
Arrive at Eureka next days by 12 m;
Leave Eureka, Tuesday, Thursday, and Saturday at 1 p m;
Arrive at Lehi City next days by 7 p m.

41110 From Alpine City to American Fork, 6 miles and back, once a week;
Leave Alpine City Thursday at 1 p m;
Arrive at American Fork by 3 p m;
Leave American Fork Thursday 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, six times 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, Fairview, Mount Pleasant, Moroni, Spring City, Ephraim, Mantí, Gunnison, Salina, Glenwood, Rich eld, Inverary, and Monroe, to Bullion, 145 miles and back, three time a week.
Leave Salt Creek, Monday, Wednesday, and Friday, at 6 a m;
Arrive at Bullion next days by 7 p m;
Leave Bullion Monday, Wednesday, and Friday at 6 am;
Arrive at Salt Creek next days by 7 p m.
New service.

41114 From Bullion, by Marysville, Panguitch, Hillsdale, Glendale, and Mount Carmel, to Shonesburgh, 125 miles and back, once a week.
Leave Bullion Monday at 6 a m;
Arrive at Shonesburgh Wednesday by 6 p m;
Leave Shonesburgh Thursday at 6 a m;
Arrive at Bullion Saturday by 6 p m.

41115 From Holden to Deseret, 25 miles and back, once a week.
Leave Holden Monday at 8 a m
Arrive at Deseret by 4 p m;
Leave Deseret Tuesday at 8 a m;
Arrive at Holden by 4 p m.

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

41117 From Cedar City, by Iron City, Pinto, Fort Hamblin, Hebron, and Clover Valley (Nev.), to Panaca, 114 miles and back, once a week.
Leave Cedar City Monday at 6 a m;
Arrive at Panaca Wednesday by 5 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.

41127 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 15 a m;
Arrive at Ogden City by 4 p m.

41122 From Ogden City by Harrisville, to North Ogden, 10 miles and back, twice a week.
Leave Ogden Monday and Thursday at 10 a 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.

41123 From Ogden City, by Lynne and Slaterville, to Plain City, 19 miles and back, twice a week.
Leave Ogden City Tuesday and Friday at 8 p m;
Arrive at Plain City by 7 p m;
Leave Plain City Tuesday and Friday at 12 m;
Arrive at Ogden City by 3 p m.

41124 From Ogden City, by Alma, to Hooper, 14 miles and back, twice a week.
Leave Ogden City Wednesday and Saturday at 8 a m;
Arrive at Hooper by 12 m;
Leave Hooper Wednesday and Saturday at 1 p m;
Arrive at Ogden City by 5 p m.

41125 From Corinne, by Bear River City Portage, Malade City (Idaho), Dale, Ross Fork, Fort Hall, Corbett's Station, Eagle Rock, Market Lake, Watson (Mont.), Point of Rocks, Gaffney's, Crawford, Silver Star, Pish Creek, Iron Rod (n. o.), White Hall, Boulder Valley, Jefferson City, and Clancey, to Helena, 450 miles and back, daily.
Summer schedule 3½ days. Winter schedule 6½ days.
Present pay, $47,808.

41126 From Brigham Station, by Brigham City, to Mendon and Cliffs, 27 miles and back, twice daily to Brigham City, 2½ miles, and three times a week the remainder, 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, 15 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 8 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, Fayette Store, Fayetteville, Express Ranch (Oregon), Baker City, Union, La Grande, Grodell, Cayuse, Weston, Milton, Walla Walla, Pendleton, Meadowville, Umatilla, Scott's, and Spanish Hollow, to the Dalles, 791 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, $231,000 per annum.

41132 From Evanston (Wyo.), by Woodruff (Utah), Randolph, Laketown, Swan Creek (n. o.), Fish Haven (Idaho), St. Charles, Bloomington, Harris, Ovid, Liberty, Montpelier, and Georgetown, to Soda Springs, 135 miles and back, one e a week.
Leave Evanston Monday at 8 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 and service; and, also, after careful examination of the laws and instructions attached to advertisement of mail service; and of the provisions contained in the act of Congress of June 8, 1872.

Dated —— ——, ——, Bidder.

Guarantee.

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

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

Dated —— ——
——
——

Certificate.

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

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

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

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

I, ——, of ——, bidder for conveying the mail on route No. ——, from —— to ——, do swear that I have the ability pecuniarly to fulfill my obligation as such bidder; that the bid is made in good faith, and with the intention to enter into contract and perform the service in case said bid shall be accepted; and that the signatures of the guarantors thereto are genuine, and that I believe the said guarantors to be 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.

INSTSUCTIONS TO BIDDERS AND POSTMASTERS;

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

1. Seven minutes are allowed to each intermediate office, when not otherwise specified, for assorting the mails.

2. On routes where the mode of conveyance admits of it, the special agents of the Post Office Department, also post office blanks, mail bags, locks and keys, are to be conveyed without extra charge.

3. "Way bills" or receipts, prepared by postmasters or other agents of the Department, will accompany the mails, specifying the number and destination of the several bags, to be examined by the postmasters, to insure regularity in the delivery of bags and pouches.

4. No pay will be made for trips not performed; and for each of such omissions, if the failure be occasioned by the fault of the contractor or carrier, three times the pay of the trip will be deducted. For arrivals so far behind time as to break connection with depending mails, and not sufficiently excused, one-fourth of the compensation for the trip is subject to forfeiture. For repeated delinquencies of the kind herein specified, enlarged penalties, proportioned to the nature thereof, and the importance of the mail, may be made.

5. For leaving behind or throwing off the mails, or any portion of them, for the admission of passengers, or for being concerned in setting up or running 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, in whole or in part, in which a coach, car, or steamboat is concerned.

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 terminal of a route, and alter, increase, decrease, or extend the service, in accordance with law, he allowing a *pro rata* increase of compensation for any additional service thereby required, or for increased speed, if the employment of additional stock or carriers is rendered necessary; and in case of decrease, curtailment, or discontinuance of service, as a full indemnity to said contractor, one month's extra pay on the amount of service dispensed with, and a *pro rata* compensation for the service retained. *Provided, however*, that, in case of increased expedition, the contractor may, upon timely notice, relinquish the contract.

9. Payments will be made by collections from, or drafts on, postmasters or otherwise, after the expiration of each quarter-ay 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 condition of hills, roads, streams, &c., and of all bridges, turnpikes, plank-roads, ferries, or obstructions of any kind by which expense may be incurred. No claim for additional pay, based on unfavorable ground, can be considered; nor for alleged mistakes or misapprehension as to the degree of service; nor for bridges destroyed, ferries discontinued, or other obstructions causing or increasing distance or expense occurring during the contract term. Offers established after this advertisement is issued, and also during the contract term, are to be visited without extra pay, if the net balance be not increased.

11. Bidders are cautioned to mail their proposals in time to reach the Department by the day and hour named (3 p.m., Feb. 2, 1874), as bids received after that time will *not be considered* in competition with bids, of reasonable amount, received in time. Neither can bids be considered which are without the guarantee required by law, and a certificate of the sufficiency of such guarantee, and the oath of the bidder according to section 246, act of June 8, 1872.

12. Bidders should first propose for service 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. Consolidation of distinct 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 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 be received twenty-four hours previous to the time fixed for opening the proposals.

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

The Postmaster General reserves the right to reject any bid which may be deemed excessive; and also to disregard the bid of bidder guaranteed by bidders. (Act of June 8, 1872, section 248.)

16. The bid should be sealed, superscribed "Mail Proposals, Ter. of Utah," and addressed "Second Assistant Postmaster General, Contract Office." Bids of $5,000 per annum and upward must be accompanied by a certified check, or draft, on some solvent national bank, equal to 5 per cent of the amount; also bids for service which now exist, or may be created, within the ten days next pay to $5,000 or more, is stated in the advertisement under the appropriate route.

17. *The contracts are to be executed and returned to the Department by or before the 1st day of June, 1874, otherwise the contract will be liable to be annulled, and bidder liable to the Postmaster General may present 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, or interest in bids, be transferred or assigned to other parties. Bidders will therefore take notice they will be expected to perform the service awarded to them through the whole term of the contract.

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." 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 considered as providing for the entire mail, however large, and whatever may be the mode of conveyance necessary to insure the "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 received, so as to interfere with regular competition. Making a new bid, with guarantee and certificate, is the only way to modify a previous bid.

20. Postmasters are to be careful not to certify to the sufficiency of guarantors without knowing that they are persons of sufficient responsibility. (See section 247, act of June 8, 1872.) They must not sign the certificate until the sum of the bid is inserted, and the bid and guarantee are signed by the bidder and (two) guarantors; *a disregard of this instruction by postmasters will subject them to immediate removal and severe penalties.*

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

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

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

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

JNO. A. J. CRESWELL,
Postmaster General.

VICTORY! VICTORY!!

:o:

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

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

This sweeps the entire board. Not only has the Wilson Sewing Machine been pronounced the most capable and efficient sewing machine in the world, but its work on both dry goods and leather, is pronounced superior to that of all other machines. 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 20.

FOR SALE $20.00 CHEAPER

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

CALDER & CARELESS,
Sole Agents for Utah.
d235 1m w61 1m

WHITE STAR LINE!

Between New York, Cork and Liverpool.

THE magnificent new and full-powered Steamships of this Line offer unrivalled accommodations to all classes of passengers. The Steamers being all screw, travellers secure the great advantage of having an equally good and fast Steamer for each and every sailing. OCEANIC, CELTIC, ATLANTIC, REPUBLIC, BALTIC, ADRIATIC, MAJESTIC, BRITANNIC. Sailing from New York on Saturdays, from Liverpool on Thursdays; calling at Cork, harbour both ways. Rates as low as any first-class line. For further information apply to

OCEANIC STEAMSHIP COMPANY,
General Western Agent, 96 South Market St., Chicago, or to Chas. F. Smith, Wells, Fargo & Co., Salt Lake City. d269 1y eod

CLARKE'S NEW METHOD PIANO-FORTE

Has Never Been Equalled. Teaches practical PIANO playing and Thoroughly. CLARKE'S NEW METHOD for the Pianoforte carries the pupil by easy gradations to the highest practical results.

Sent by Mail. Price $3.75.

LEE & WALKER, Philadelphia.
d202 3m

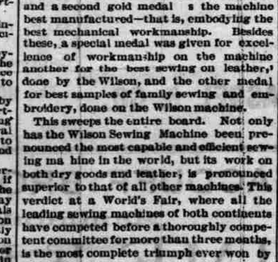
KOUNTZE BROS., BANKERS,
No. 12 Wall St., NEW YORK.

Allow interest at the rate of Four per cent. upon daily balances of Gold and Currency.

Receive consignments of Gold, Silver and Lead Bullion, and make cash advances thereon.

Invite Correspondence from Bankers, Merchants, Mining Companies and Smelting Works. d135 1y

DR. PRICE'S SPECIAL FLAVORINGS.



VANILLA, LEMON, ETC.,

For Flavoring Ice Cream, Cakes and Pastry.

With great care, by a new process, we extract from the *true*, select *Fruits* and Aromatics; each characteristic flavor, and produce *Flavorings of rare excellence. Of great strength and perfect purity. No poisonous oils. Every flavor as represented. No dead—such bottle full measure, holding one-half more than others purporting to hold same quantity. Use them once, will use no other. The most delicate, delicious flavors ever made.* So superior to all others, they command a price even in this cheap market. Ask for Dr. Price's Special Flavorings. Manufactured only by

STRELLER & PRICE,
Depots, CHICAGO and ST. LOUIS.
Manufacturers of Dr. Price's Cream Baking Powder.

ZION'S CO-OPERATIVE MERCANTILE *INSTITUTION*

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

The largest part of their purchases for the

Wholesale and the Retail Dry Goods Department

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

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

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

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

Grocery, Hardware and Drug Departments

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

Clothing Department

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

The Shoe Factory Departm't

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

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

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

H. B. CLAWSON, Supt.
d263-tf

RAILROADS.

C. P. R. R.

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

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

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

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

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

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

U. P. R. R.

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

LEAVE.

Daily Express.....5.30 a.m.
Mixed.....6.30 p.m.
Freight.....10.30 a.m.

ARRIVE.

Daily Express.....5.10 p.m.
Mixed.....3.25 p.m.
Freight.....6.10 a.m.

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

At Bryan with stages for Sweetwater mines.

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

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

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

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

For particulars and all information 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 avail themselves of the advantages of a through sleeping car, comfortable accommodations and quick time.

THOS. L. KIMBALL,
Gen'l Ticket Agent.
T. E. SICKLES, Chief Eng'r and Supt. d74

Through Cars to Washington City

On and after Nov. 1st, 1873,

THE

PITTSBURG, FORT WAYNE AND Pennsylvania Railroad

Will run the Celebrated

PULLMAN PALACE CARS

FROM

Chicago to Baltimore AND WASHINGTON CITY,

Without Change!

Leaving Chicago Daily at 5:15 p.m.

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

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

F. R. MYERS,
Gen'l Pass. and Ticket Ag't,
J. N. McCULLOUGH,
General Manager.
W. C. CLELAND,
Ass't Gen'l Pass. Agent.

THE CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD

THE Great Central Iowa Short Line Overland Route, with its connections East and West, is the

Shortest, Quickest and Best Route between the

PACIFIC & ATLANTIC

Via

Des Moines, Rock Island and Chicago.

The only route carrying the through Overland Letter Mail, making close and reliable connections at

**OMAHA,