THE EVENING NEWS.

Wednesday, [illegible] Dec. 25, 1878.

(CONCLUDED.)

Next comes the [illegible] consisting of about [illegible] steamers, with other [illegible] ments to match. [illegible] speed any of them is, there [illegible] any vessel to [illegible] any where beyond the building in which it originated, and not often beyond the room or floor. It is hardly necessary to add that the Fire Brigade are in the highest state of discipline and efficiency. The best class of men are selected to fill vacancies, as in the case in the police force; and the same rules exist as to terms of service and pensions for wounds and other ills. The Mayor controls the appointment of the Board.

The Health and Sanitary Department is also under control of the Crown. The Board of education is elected by the people on the cumulative-ballot and minority-representation plan, copied from the Illinois Constitution. Women who are rate payers may vote for members of the School Board, and are also eligible as members of it.

Such, in very brief, is the form of the municipal government of ancient London. It is an excellently governed city; its affairs are prudently, economically, and honestly administered. In a comprehensive sense, Parliament itself is the city Council or legislative body, and the Prime Minister is Mayor or, perhaps Her Majesty the Queen. As a matter of fact, the Prime Minister is the reigning monarch of Great Britain. The Queen bears about the same relation to the body politic as the bonnet with its ostrich plumes on the head of a lady who, when she goes a-shopping, thinks of her elegant head-dress, and is influenced by it just about in the same degree and manner as the Queen influences the realm, so far as any will or control she exercises over public affairs and the politics of the Empire.—*Special Correspondence Chicago Tribune.*

WESTERN NOTES.

A bed of marl, identical with the celebrated New Jersey marl, has been found in Mare Island, Cal.

The journals of California are now boasting of their first-class snow storms.

The population of Santa Barbara, Cal., is increasing at the rate of one hundred a week, and the city is growing wonderfully.

Wm. M. Boggs, who has resided in Napa valley, Cal., since 1846, thinks the late snow-storm the heaviest that has occurred in twenty-seven years.

The people of Portland, Oregon, are all flocking to see that shark which is said to be twenty-six feet long from the snout to the tail and twenty-six feet back again, making the magnificent proportions of fifty-two feet.

A railroad legislator in Sacramento the other night was discovered holding on to a lamp-post and exclaiming, "Borack!—Bo-rack!—B-o-r-u-c-k!"—and as he straightened up remarked, "well, I'm glad that's through with."

The San Jose *Mercury* thinks the offering of a large reward is the only means of capturing the notorious Vasquez, as his spies inform him of every movement of the officers, and the Mexicans who harbor him are generally of that class who would sell their best friend for money."

A monster hotel capable of accommodating 1,200 guests is to be built in San Francisco by two prominent capitalists. The new hotel will occupy the land bounded by New Montgomery, Market, Annie and Jessie streets, having frontages as follows: On New Montgomery street, 344 feet; Market street, 275 feet; Annie, 304 feet, and Jessie, 225 feet, covering a space of 92,200 feet. The edifice will be called the Palace Hotel, is to be six stories high, and will have cost when completed $350,000.

The Truckee *Republican* of November 4th records the discovery of a rich gold-bearing quartz ledge about five miles north of that town. The ledge was discovered by A. Berg, while engaged in hunting cattle. The quartz contains free gold, which is plainly perceptible, and assayed in San Francisco $350 per ton. The ledge has been located by A. Berg, E. Eilers, R. F. M. Greeley and P. C. Plunkett. As soon as the snow disappears work will be commenced upon the new discovery.

A small procession moved down Union street yesterday afternoon which attracted a good deal of attention. It was composed of three policemen and a woman—two of the policemen at the women's shoulders and the third following behind bearing up her feet. Carried thus from B street down Union to the station-house, face down and her long hair almost dragging upon the snow, some thought the woman dead, as she uttered no sounds or seems she is wanted as a witness in a case which will come up to-day in Judge Marple's court, and she was sent off in this manner (being unable or unwilling to walk) in order that she might be sobered up in the lock-up. To the question of city jailor Enders, who asked if the woman was sick, the man who held her feet and who looked a drastic turn, replied: "Not so sick, my lork, as she is troubled with thick-coming fancies, that keep her from her rest."—*Territorial Enterprise*, Dec. 5.

PIOCHE NOTES.

From the *Record* of Dec. 4.—

On the morning of Dec. 3, John Delano, about forty-eight years of age, was found frozen to death on Hoffman street. She was addicted to intemperate habits.

Night before last was the coldest of the season. The mercury touched twenty-four degrees below freezing point. It was cloudy all day yesterday, and about sundown snow began to fall. Snow continued to come down at intervals until 11 o'clock last night.

It is scarcely necessary to inform Pioche folks that winter is upon us. Yesterday was not excessively cold, yet the day was bleak and dreary overhead. The ground was covered with snow, and every mountain top, in all directions, was capped with the same. The streets were not filled with pleasure seekers, only those on business ventured to brave the inclement weather. Various outdoor parties were out during the day and evening, and some of the boys amused themselves "coasting" down Meadow Valley and Main streets.

From the *Record* of Dec. 5.—

Yesterday morning all Pioche and the surrounding country was covered with snow to the depth of four inches. The ground was frozen hard and the weather moderated considerably. It was a fine day for sleighing, and many of our people took advantage of the fortuitous circumstance.

Notwithstanding the [illegible] sions felt that the [illegible] might stop the communication between Pioche and Bullionville, we are pleased to say that trains have left here as departed on time, just as they did before the storm.

Staging is becoming very much[illegible] owing to the [illegible] weather. The roads, however, are fine and hard in the [illegible]

The Bidwell-Bar[illegible] new Baxter's patent engine [illegible] the latter weighs [illegible] pounds, also two other [illegible] job work, [illegible] cular saw, [illegible] the power [illegible] Silver Reef [illegible] Hoisting Works [illegible] the Hale & Norcross [illegible] complete [illegible]

Post Office Department,

WASHINGTON, [illegible] 1878.

PROPOSALS will be received at the Contract Office of this Department until 2 o'clock P. M., [illegible] day of [illegible] next, for conveying the mails of the United States [illegible] from [illegible] next, under the [illegible] Congress, and others.

UTAH.

From July 1, 1879, to June 3, 1878,

On the routes and by the schedules of departures and arrivals herein specified; using routes established at third session of Forty-fifth Congress, and others.

(Showing correct[illegible] the forms and [illegible] lenus annexed.)

An Act of Congress of June 8, 1872, requires that bids [illegible] proposals be accompanied by a certified check or draft equal to five per cent. of the bid.

41081 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 Canon, 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 [illegible] Mill and Parley's Park, [illegible] miles and back, three times a week.

Leave Salt Lake City [illegible] day, Wednesday, and Friday at 7 a m;
Arrive at Parley's Park by 2 p m;
Leave Wasatch 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, 21 miles and back, once a week.

Leave Salt Lake City Thursday at 4 p m;
Arrive at Herriman by 10 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 [illegible] 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 (New.), 336 miles and back, six times a week.

Leave Lehi City daily, except Sunday, at 5 a m;
Arrive at Pioche in four days;
Leave Pioche daily, except Sunday, at 6 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 pm.

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, Hockpore, Wanship, and Coalville, to Echo City, 79 miles and back, once 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 Mountain Green, Fairview, Mount Pleasant, Moroni, Spring City, Ephraim, Manti, Gunnison, Sallina, Glenwood, Rich eld, Richfield, and Marysvale, to Junction, 185 miles and back, three times a week.

Leave Salt Creek, Monday, Wednesday, and Friday, at 6 a m;
Arrive at Junction 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 Shonesburgh, 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 Parasoonah, Parowan, Summit, Cedar City, Hamilton's Fort, Kanarville, Washington, Harmony, Bellevue, Toquerville, Leeds, Harrisburg, and Washington, to St. George, 120 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 Complin, Hebron, and Clover Valley (Ser.), 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, Wipper, and Kanab, to Johnson, 69 miles and back, once a week.

Leave Toquerville Monday at 6 a m;
Arrive at Johnson next day by 7 p m;
Leave Johnson Tuesday at 6 a m;
Arrive at Toquerville next day by 7 p m.

41119 From St. George, by Pine Valley, to Pinto, 46 miles and back, once a week.

Leave St. George Monday 6 a m;
Arrive at Pinto by 7 p m;
Leave Pinto Tuesday at 8 a m;
Arrive at St. George by 1 p m.

41120 From Fayette to Quinnion, 6 miles and back, once a week.

Leave Fayette Monday at 10 a m;
Arrive at Quinnion by 12 m;
Leave Quinnion Monday at 1 p m;
Arrive at Fayette by 3 p m.

41121 From Ogden City, by Eden, to Huntsville, 10 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 3 p m;
Arrive at North Ogden by 5 p m;
Leave North Ogden Monday and Thursday at 6 p m;
Arrive at Ogden City by 7 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 4 p m;
Arrive at Plain City by 7 p m;
Leave Plain City Tuesday and Friday at 12 m;
Arrive at Ogden City by 3 p m.

41124 From Ogden City, by Alma, to Hooper, 15 miles and back, twice a week.

Leave Ogden City Wednesday and Saturday at 4 p 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 Cornuco, by Deer Creek City Portage, Spanish Gay (formerly Dixie), Rock, Dept fall, Cortez's Station, Bagio Rock, Market Valley Watson (Mont.), Point of Rocks, Gulch City, Owyhee, Silver Reef, Pioche (Nev.), Hamilton, White Pine, Boulder Valley, Eureka City, and Clanoor, to Halsey, 750 miles and back, once a week.

Leave Cornuco Monday at 6 a m;
Arrive at Halsey next days at 7 p m;
Leave Halsey Tuesday at 6 a m;
Arrive at Cornuco next days at 7 p m.

Winter schedule 15 days.

Previous pay, $47,000.

41126 From Sargeant Station, by Brigham City, to Bridger City, 18 miles and back, twice daily to Brigham City, 36 miles, and three times a week to Bridger City, a total distance of [illegible] miles per annum.

Leave Wellsville at 7 a m;
Arrive at Brigham City at 10 a m;
Leave Wellsville Monday, Wednesday, and Friday at 5 p m;
Arrive at Wellsville by 8 p m;
Leave Wellsville Tuesday, Thursday, and Saturday at 7 a m;
Arrive at Wellsville by 9 a m.

41127 From Logan, by Providence, Millville and Hyrum, to Paradise, 15 miles and back, three times a week.

Leave Logan Tuesday, Thursday, and Saturday at 1 p m;
Arrive at Logan by 5 p m.

41128 From Mendon, by Wellsville, Hyrum, Millville and Richmond, to Franklin (Idaho), 31 miles and back, three times a week.

Leave Mendon Monday, Wednesday, and Friday at 7 a m;
Arrive at Logan by 5 p m.

41129 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, Park's Ranch, Cedar Fort, Fayetteville, Elwyn Ranch (Oregon), Antelope Springs, Deep Creek, La Grande, Owsichi, Cayuse, Weston, Milton, Walla Walla, Pendleton, Meadowville, Umatilla, Scenic, and Spanish Hollow, to the Dalles, 750 miles and back, seven times a week.

Summer schedule:

Leave Kelton daily at 4 a m;
Arrive at The Dalles in six days;
Leave The Dalles daily at 4 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 4 a m;
Arrive at Kelton in eight days.
Present pay, $35,000 per annum.

41132 From Evanston (Wyo.), by Woodruff (Utah), Randolph, Lakestown, Swan Creek (no p. o.), Fish Haven (Idaho), St. Charles, Bloomington, Paris, Ovid, Liberty, Montpelier, and Georgetown, to Soda Springs, 135 miles and back, once a week.

Leave Evanston Monday at 6 a m;
Arrive at Soda Springs Wednesday by 7 p m;
Leave Soda Springs Thursday at 6 a m;
Arrive at Evanston Saturday by 7 p m.

FORM OF PROPOSAL, GUARANTEE AND CERTIFICATE.

Proposal.

The undersigned, ——, whose post-office address is ——, county of ——, State of ——, proposes to convey the mails of the United States, from July 1, 1878, to June 30, 1879, on route No. ——, from —— to ——, 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 time fixed for the bidder to 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, UPON THE 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 proposed annual pay in the route; or in case of new service, not less than 5 per centum of one year's pay proposed in bid.—(Section 3, 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 266 OF AN ACT OF CONGRESS APPROVED JUNE 8, 1872, TO BE ADMINISTERED TO EACH BIDDER CARRYING THE MAIL, AND TO BE TAKEN BEFORE AN OFFICER QUALIFIED TO ADMINISTER OATHS.

I, ——, of ——, bidder for carrying the mail on route No. ——, from —— to ——, do swear that I have the ability peculiarly to fulfill my obligation as proposed bidder; that the bid is made in good faith, and with the intention to enter into contract and perform the service proposed, if the 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 ——, this —— day of ——, A. D. 187—, and in testimony thereof I hereunto subscribe my name and affix my official seal the day and year aforesaid.

[SEAL.]

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

INSTRUCTIONS TO BIDDERS AND POSTMASTERS.

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

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

2. On routes where the mode of conveyance admits of it, the special agents of the Post Office Department, also post-office inspectors, mail bags, locks and keys, are to be conveyed free.

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, nor for each of such omissions, if the failure be occasioned by the fault or neglect of the contractor or carrier, three times the pay of the trip will be deducted. For arrivals so far behind time as to break connections 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 hereinbefore 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 addition of passengers, or for any other cause connected in setting up or running an express conveying intelligence in advance of the mail, a quarter's pay may be withheld.

6. Fines will be imposed, [illegible] the delinquency be promptly and satisfactorily explained by certificates of postmasters or the affidavits of other credible persons, [illegible] ing to arrive in contract time; for neglecting to take the mail from, or deliver it into, a post office; for suffering it to be lost, injured, destroyed, robbed, or [illegible] and for refusing, after demand, to convey the mail as frequently as the contract requires, by any [illegible] concerned in running, a coach, [illegible] 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 at express or ferocious speed, or transporting persons or packages conveying information, for 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 the law, 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 discontinued 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 certificate of service has been received.

10. The distances given are believed to be substantially correct, but no increased pay will be allowed should they be greater than advertised, if the points to be supplied are correctly stated. Bidders must satisfy themselves on this point, and also in reference to the weight of the mail, the condition of hills, roads, streams, &c., and all [illegible] bridges, turnpikes, plank-roads, ferries, or obstructions of any kind by which expenses may be incurred. No pay will be allowed for, based on such ground, can be considered; nor for alleged mistakes or misapprehensions as to the degree of service; nor for bridges destroyed, [illegible] obstructions or other obstructions causing or increasing distance or expense occurring during the contract term. All lines established during 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 advertised hour, namely 4 o'clock P. M., 1878, as bids received after that hour will not be considered in competition with bids received before. Nor can bids be considered which are not inclosed in sealed envelopes. Neither can bids be considered which are without the guarantee required by law, and a certificate of the sufficiency of such guarantors, and of the bidder according to section 266, act of June 8, 1872.

12. Bidders should first propose for service strictly according to the advertisement, and then, if they choose, propose for different service; and if the regular bid be the lowest offered for the advertised service, the other proposals may be considered.

13. There shall be but one route bid for in a proposal. Consolidation of routes in one bid ("proposing one sum for two or more routes") cannot be considered.

14. The route, the service, the yearly pay, the name and post-office address, and the State in which each member of a firm, where a company offers, should be distinctly stated.

15. Bidders are requested to only so much of the service as they can perform in person, or by the employment, by letter put in the mail, of their best and most reliable agents.

16. Blank 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 by the Department before the time fixed for opening the proposals.

17. Each bid must be supported by two responsible guarantors, and no more than four guarantors should be named jointly with the full name of each.

18. The Postmaster General reserves the right to reject any bid which may to deserve of extravagant; and also to disregard the bids of failing contractors and bidders. (Act of February 27, 1877.)

19. The bids received will be opened on the first Monday of [illegible] and referred to the several bureaus and offices for examination and report. Contracts will be made with the lowest responsible bidders, and forwarded for execution as soon as practicable after the 1st of July next, when the successful bidders will be notified of the fact. Each bid must also state the name of the person also bid for service where service is [illegible] or more per annum. Where the service is [illegible] or more, it is made to the Department under the appropriate route.

20. The Postmaster General reserves the right to reject any bid which may to deserve of extravagant; and also to disregard the bids of failing contractors and bidders. (Act of February 27, 1877.)

21. All bidders, guarantors, and sureties are distinctly notified that on failure to enter into a contract for the service proposed for in the accepted bid, their legal liabilities will be enforced.

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 let.

JNO. A. J. CRESWELL,
Postmaster General.

VICTORY! VICTORY!!

FOR

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 whatever 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 took the highest premium for sewing. Wheeler & Wilson received the highest premium for lock stitch sewing machine.

RAYNE.

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 who received "gold medals for merit," the highest class of premiums awarded at the Exposition.

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

VIENNA, August 15, 1873.

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

The meaning of this is thus 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 this, a special medal was given for the excellence of workmanship on the machine sent to the Vienna, 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 excellent 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.

d2295 1m wly 1m

STAR WAGONS!

Manufactured by the Celebrated

STAR WAGON COMPANY

Cedar Rapids, Iowa.

DURING THE FINANCIAL CRISIS, I WILL EXCHANGE THE

STAR WAGONS

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

Guaranteed and for Sale by

H. C. MATTHIESSEN

AGENT FOR

UTAH,

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

Angus M. Cannon

Has purchased the entire stock of

MILBURN WAGONS

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Transfers of contracts, or of interest in supposedly cannot be allowed. Neither can bids, or interest in bids, be transferred or sold, except by mutual consent of parties. Bidders will be expected to perform the service bid for to them through the whole term named.

[illegible] Section 3, Act of June 8, 1872.

[illegible] Section 3 of the Act of June 8, 1872, [illegible] of the mail shall be [illegible] to the mode of such transportation, or to the [illegible] of the mail, or in reference to the due celerity, certainty, and security thereof. Under this law this purpose to transport the mails with celerity, certainty, and security, having been decided to be the only legal bids, are [illegible] viding for the entire mail, however large, and no contractor may be the [illegible] necessary to [illegible] the [illegible]

All others, and no others are considered, except the establishment of routes.

All offers and no others are considered, except the establishment of a bid in any of its essential terms is tantamount to a new bid, and cannot be received, as it interferes with regular competition. Making a new bid, with guarantors and certificates, is the only way to [illegible] [illegible] [illegible]