THE EVENING NEWS.

Tuesday, - - Dec. 30. 1873.

The Woman who can Clothe Herself on $50 a year.

BY ONE OF THE SEX.

Six pair of hose, at thirty cents, will cost $1 80. Two pairs of boots at $3 50, and a pair of rubbers, $1—$8. This, if preferred, might be changed into one pair of boots, one of shoes, and one of slippers. The rubbers must be had for wet weather. Next should be bought eight yards of flannel at three shillings per yard, costing $3. This will make two pairs of drawers and two undervests. The Shaker flannel will be the best for these. Next the underwear in cotton will require forty yards of cotton, which may cost fifteen cents a yard, and for which a very good quality can be purchased. This will make three chemises, seven and a half yards; three pair drawers, six yards; two night gowns, ten yards; two outside skirts, ten yards, and two underskirts, six yards. Next, for wet or cold weather, a gray flannel skirt, to be worn next to dress, requiring three yards of flannel, at fifty cents will take $1 50. A heavy ready-made dress may be purchased for $5. We have seen one recently made of waterproof, which seemed to be just the thing for constant wear in cold weather. Another dress for a change, or to be worn on Sundays, might also be bought for $5, or made up of alpaca at home, but would then possibly cost more, though twelve yards of alpaca, at thirty-seven cents, would cost $4 50, leaving fifty cents for waist linings, facings and buttons. Hardly enough, though it might be made to answer. The best plan would seem to be to buy the dress ready made of some reliable firm. Next a cloak or sacque of cloth at $5. These are frequently offered in a very good material, and cut in a style corresponding with the customary mode. Two hats—the winter one costing $3, and that for summer $2. If one has a little taste in these matters, and can buy the materials and do her own millinery, she will be able to make this amount produce very satisfactory results. Next a shawl, for which $1 50 to $2 may be paid, and which will be pretty in the spring. Two print dresses at $3, and a Victoria lawn or muslin, twelve yards, at 20 cents—costing $2 40. We have now left from our $50 the amount of 2 80. A yard of linen, at 50 cents, will make collars and cuffs, which might be done at home; and 75 cents more will purchase worsted and a crochet-needle, with which a nubia can be crocheted. This leaves but $1 55, which must be used for gloves.—*Ex.*

The Lawrence Extradition.

Captain Joab Lawrence, whom we recently mentioned as being in durance vile in New York City, where he was awaiting a requisition to take him to Michigan to answer a criminal charge preferred against him by Captain Eber B. Ward, of Detroit, will probably escape the toils which his enemies were spreading for him. The charge against Lawrence is that he "salted" a mine in Utah called the Eureka, and swindled Ward and his partners out of several hundred thousand dollars. Ward has brought a suit in New York against Lawrence for damages and a reclsion of the contract, to which Lawrence expresses his willingness to answer. Not content with this, Ward procured a requisition from the governor of Michigan upon governor Dix, of New York, and sent an agent armed with this writ to bring the prisoner west. This agent overreached himself, and probably spoiled Ward's plans. In the presence of a deputy sheriff of New York, the agent proposed to settle with Lawrence, and release him from the criminal charge, if he would make pecuniary satisfaction to Ward. These facts being brought out, Lawrence's counsel, who appeared before governor Dix to resist the application for a writ of extradition, argued that the Executive had no right to exercise his discretion in such cases, and cited two decisions of the United States Courts to show that the constitutional requirement for such a writ was not peremptory. They claimed that if the governor was satisfied that the writ was sought in this case as ancillary to the civil suit instituted by Ward, he would be justified in rejecting the application. Ward's attorney insisted that the governor had no discretion, and could not look beyond the papers defining the crime and identifying the prisoner. The question is an important one. Lawrence's friends say that there was no fraud practised upon Ward, and that he has no just ground of complaint.—*Missouri Democrat*, December 26.

WESTERN NOTES.

The Gold Hill *News* says nobody in this section ever saw so much egg nog as was to be found throughout Gold Hill and Virginia on Christmas Day.

From the Oregon *Reporter*: "D. H. Jones of McMinnville the other day went down to Dr. Littlefield's office, in St. Joe, and had all the fingers on his left hand taken off at the first joint. Some years ago Jones had the misfortune to get his hand into a circular saw, from the effect of which it has ever since been almost useless to him, yet he was loath to part with any of it. He came to the conclusion that it would be of more use to him if some of it were out of his way, so he had that much of it removed and is doing finely."

A large crowd of hoodlums designating themselves as the "Sunrise crowd," and whose badge is a handkerchief tied around the right arm, have their rendezvous on the corner of Bush and Fillmore streets. On Thursday night they marched to Hayes Valley, where they engaged in a fierce conflict with hoodlums of that locality, using cleavers, knives, pistols and clubs in a reckless manner. At the close of the engagement they made raids on the adjacent grocery stores, whisky shops and other places of business, demanding drinks and presenting pistols to the faces of the proprietors in payment.—*S. F. Chronicle*, Dec. 27.

Mr. Foster, of the Virginia and Gold Hill Water Company, states the fact, as an evidence of the constant creeping of the earth in the southern part of the city, that a water pipe laid near the Chapin House, South C street, has been pushed up in the form of a siphon, or rather a series of siphons, by the pressure upon it. In one place a section was thus bent upward until it had flattened and almost pinched together. No wonder that buildings standing upon foundations so unstable are cracked and racked out of all shape. It is said, however, that the old workings below are so filled up with waste rock that there can be no sudden or extensive caving at the surface.—*Territorial Enterprise*, Dec. 28.

School Books

AND

STATIONERY,

RETAILED AT WHOLESALE PRICES.

Calder & Careless,

Post Office Department,

WASHINGTON,
October 1, 1873.

PROPOSALS will be received at the Contract Office of this Department until 3 p.m. of February 9, 1-74, (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* 3, 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.

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* $50 *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 Lak City next days by 4 p m.

41102 From Salt Lake City to Bingham Canyon, 20 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, 35 miles and back, three times a week.
Leave Salt Lake City Monday, Wednesday, and Friday at 9a m;
Arrive at Wanship by 7 p m;
Leave Wanship Tuesday, Thursday, and Saturday, at 6 a m;
Arrive at Salt Lake City by 4.30 p. m.

41104 From Salt Lake City, by West Jordan, to Herriman, 29 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 Pinnacle, 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 Tennessee, 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 4 p m;
Arrive at American Fork by 5 p m;
Leave American Fork Thursday 5.30 p m;
Arrive at Alpine City by 5.30 p m.

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

41112 From Payson, by Goshen, Diamond, and Silver City, to Eureka, 35 miles and back, three times a week.
Leave Payson Monday, Wednesday, and Friday at 9 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, Mud, Gunnison, Sullivan, Glenwood, Richfield, Inverury, and Monroe, to Bullion, 145 miles and back, three time a week.
Leave Salt Creek, Monday, Wednesday, and Friday, at 6 a m;
Arrive at Bullion next days by 7 p m;
Leave Bullion Monday, Wednesday, and Friday at 6 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 Sunday 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 Paraguonah, Parowan, Summit, Cedar City, Hamilton's Fort, Kanarraville, Kanarra, 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 8 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 8 a m;
Arrive at Panaca Wednesday by 6 p m;
Leave Panaca Thursday at 8 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 8 a m;
Arrive at Pinto by 7 p m;
Leave Pinto Tuesday at 6 a m;
Arrive at St. George by 7 p m.

41120 From Fayette to Gunnison, 6 miles and back, once a week.
Leave Fayette Monday at 10 a m;
Arrive at Gunnison by 12 m;
Leave Gunnison Monday at 1 p m;
Arrive at Fayette by 3 p m.

41121 From Ogden City, by Eden, to Huntsville, 15 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 a m;
Arrive at Ogden City by 1 pm.

41123 From Ogden City, by Lynne and Slaterville, to Plain City, 10 miles and back, twice a week.
Leave Ogden City Tuesday and Friday at 2 p m;
Arrive at Plain City by 7o m:
Leave Plain City Tuesday and Friday at 12 m;
Arrive at Ogden City by 3p m.

41124 From Ogden City, by Arcna, 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, Salmon City (Idaho), Dale, Box Elder, Call, Corbett's Station, Eagle Rock, Market Lake, Watson (Stent.), Point of Rocks, Gaffney's, Crawford's, Silver Star, Fish Creek, and Iron Rod (n. o.) White Hall, Boulder Valley, Jefferson City, and Clancey, to Helena, 450 miles and back, daily.
Summer schedule 324 days. Winter schedule 156 days.
Present pay, $47,500.

41126 From Brigham Station, by Brigham City, to Mikard City, 20 miles and back, twice daily to Brigham City, 2½ miles, and three times a week the residue by a schedule satisfactory to the postmaster at Brigham City.

41127 From Wellsville to Mendon, 6 miles and back, three times a week.
Leave Wellsville Monday, Wednesday, and Friday at 5 p m;
Arrive at Mendon by 7p m;
Leave Mendon Monday, Wednesday, and Friday at 7 a m;
Arrive at Wellsville by 9 a m.

41128 From Logan, by Providence, Millville and Hiram, to Paradise, 12 miles and back, three times a week.
Leave Logan Tuesday, Thursday, and Saturday at 8 a m;
Arrive at Paradise by 12 m;
Leave Paradise Tuesday, Thursday, and Saturday at 1 p m;
Arrive at Logan by 5 p m.

41129 From Logan, by Hyde Park, Smithfield, and Richmond, to Franklin (Idaho), 21 miles and back, three times a week.
Leave Logan Monday, Wednesday, and Friday at 8 a m;
Arrive at Franklin by 12 m;
Leave Franklin Monday, Wednesday, and Friday at 1 p m;
Arrive at Logan by 5 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, Ball's Stone, Payette, Stores, Payettaville, 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, 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 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, ($21,000) per annum.

41132 From Evanston (Wyo.), by Woodruff (Utah), Randolph, Lakestown, Swan Creek (n. o.), Fish Haven (Idaho), St. Charles, Bloomington, Harris, 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, 1874, to June 30, 1878, on route No. ——, between —— and ——, under the advertisement of the Postmaster General, dated October 1, 1873, "with celerity, certainty and security" (law of June 8, 1872), for the annual sum of —— dollars.

This proposal is made with full knowledge of the distance of the route, the weight of the mail to be carried, and all other particulars in reference to the route as a 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 amount 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 TAKEN AND FILED WITH 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 pecuniarily 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 pecuniarily responsible for and able to pay all damages the United States shall suffer by reason of my failing to perform my obligations as such bidder.

——

Sworn to and subscribed before me ——, for the —— of ——, this —— day of ——, A. D. 187 ; and in testimony thereof I hereunto subscribe my name and affix my official seal the day and year aforesaid.

[SEAL.]

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

INSTRUCTIONS TO BIDDERS AND POSTMASTERS;

Containing also conditions to be incorporated in the contract, 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 kinds 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 taking 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 in advance of the mail; for putting persons or packages conveying matter of mail matter out of the mail.

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

9. Payments will be made by collections from, or drafts on, postmasters or otherwise, after the expiration of each quarter—say in November, February, May, and August, provided that required evidence of service has been received.

10. The distances given are believed to be substantially correct, but no increase of pay will be allowed should they be greater than advertised, if the points to be supplied are correctly stated. *Bidders must inform themselves on this point*, and also in reference to the weight of the mail, the condition of hills, roads, streams, &c., and all bridges, turnpikes, plank-roads, ferries, or obstructions of any kind by which expense may be incurred. No claim for additional pay based on any misinformation will 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. Offices established after the advertisement is issued, and existing 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., Feb. 9, 1874), as bids received after that time will *not be considered* in competition with bids, of responsible parties, received in time. Neither can bids be considered which are without the guarantee required by law, and a certificate of the sufficiency of such guarantee, and the oath of the bidder according to section 246, act of June 8, 1872.

12. Bidders should first propose for service 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. Combinations embracing (in proposing one sum for two or more routes) cannot be considered.

14. The routes, the service, the yearly pay, the name and residence of each bidder (with 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 each bid, and to sign their names at the end of them.

Altered bids should not be submitted; nor should bids be withdrawn after proposals are opened. No withdrawal of a bidder or guarantor will be allowed unless the withdrawal is received twenty-four hours previous to the time fixed for opening the proposals.

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

17. The Postmaster General reserves the right to reject any bid which may be deemed of extravagant; and also to disregard the offer of failing responsible bidders. (Act of June 8, 1872, section 245.)

18. The bid should be sealed, superscribed "Mail Proposals, Terr. of Utah," addressed to the Second Assistant Postmaster General, Contract Office," and if $5,000 per annum and upward must be accompanied by a certified check, warrant, or some instrument equal thereto, for one fifth per centum of the amount also bids for service which now costs $5,000 or more per annum. Where the present pay is $5,000 or more, it is stated in the advertisement under the appropriate route.

17. The contractors to be awarded and returned to the Department by or before the 1st day of June, 1874, otherwise the accepted bids will be considered as declined, and the Postmaster General may proceed to contract for the service with other parties, according to law.

Transfers of contracts, or of interest in contracts, are forbidden by law, and consequently cannot be allowed. Neither can bids, 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 contract term.

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

19. A modification of a bid to 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 who they know 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 in 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; if 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 guarantees 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 keys, 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.

Best in the World!

So say ONE THOUSAND of the World's most

GIFTED MUSICIANS.

THE HIGHEST AWARD

Was given at the World's Exposition,

Universelle Paris!

The Special Jury, International Jury and two sub-Juries

OF THE

VIENNA EXPOSITION

Including most Eminent Artists and Experts from different countries, awarded the

First Medal

TO THE

MASON & HAMLIN

ORGANS,

Thus AGAIN stamping them the

Best in the World

Other American Organs were

NOT FOUND WORTHY

Of any, not even an inferior Medal.

Sole Agents for Utah,

CALDER & CARELESS

O. L. ELIASON,

Practical Watchmaker,

First South St., East of DESERET BANK, Keeps a Full Assortment of

Elgin Watches

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

Watches Made to Order with my own New and Improved

PATENT ATTACHMENTS.

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

☞ MY STOCK OF JEWELRY has been selected with great care and is of Good Quality. I sell upon honor at prices that cannot fail to give satisfaction. ☜ d111 1y

FOR SALE,

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

WM. PAUL, Jr.,

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SAWS SHARPENED,

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THESE celebrated Baths are open to the public at all seasons. Their medicinal properties are so widely known that it is needless to enumerate them here.

Besides the Private Baths, the large and handsomely furnished Plunge Bath, for Ladies and Gentlemen, are now open.

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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 alike, travelers secure the greatest comfort and speed, the equally good and fast Steamships which are now selling, OCEANIC, CELTIC, ATLANTIC, GEORGIC, BALTIC, and REPUBLIC. THE NEW AND MAGNIFICENT Steamer ARABIC is sailing from New York on Saturdays, from Liverpool on Thursdays; calling at Cork harbor both ways. Rates as low as any first-class line. For further information apply to

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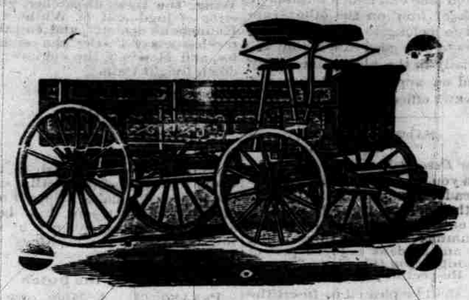

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Sell the BAIN Wagon at Logan and Ogden, Utah.

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The OLD RELIABLE MITCHELL WAGON

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

Unrivalled and Unequalled

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

BEST QUALITY OF THOROUGHLY SEASONED TIMBER.

They are the

Best Ironed and Easiest Running Wagons in the Market.

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

THEY ARE THOROUGHLY WARRANTED,

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

There have been More of these Wagons Sold in this Territory Than of any other manufacture, during the past season.

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

JOHN W. LOWELL & CO., General Agents.

☞ We also on hand the Best Assortment of Wagon Stock and Hard Wood Lumber in Utah. 9 1y

MACDUFF BROTHERS'

Mammoth

LIME KILNS

ARE NOW BEYOND ALL DISPUTE ACKNOWLEDGED BY MASTER BUILDERS and Plasterers

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

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

Finishing Lime 50 *cents per bushel.*

His Kilns situate at HOT SPRINGS.

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Utah Northern Railroad.

TRAINS RUN BETWEEN

CORINNE

Junction with C. P. R. R.

AND

LOGAN.

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

Leave Corinne at ..... 12.00 p. m.
Leave Logan at ..... 1.00 a. m.

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

☞ Stages connect with Trains to and from Northern Settlements.

Trains Run on Salt Lake Time.

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

For all information concerning Freight or Passage, apply to

CHAS. MILEY, General Freight and Ticket Agent.

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Pioneer Furniture Stores.

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

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

The Wonderful Woven Wire Mattress

☞ THE BEST BED OUT! ☜

Special Inducements to Country Dealers.

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ON AND AFTER MONDAY, SEPT. 29th, 1873 Trains will leave OGDEN daily, as follows:

5.50 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. R. RICE,
Agent, Salt Lake City.

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

U. P. R. R.

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

LEAVE.

Daily Express, ... 8.30 a.m.
Mixed, ... 6.30 p.m.
Freight, ... 10.30 a.m.

ARRIVE.

Daily Express, ... 5.10 p.m.
Mixed, ... 2.35 p.m.
Freight, ... 6.10 a.m.

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

At 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 can take 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 accommodation and quick time.

THOS. L. KIMBALL,
Gen'l Ticket Agent.

T. E. SICKELS, Chief Eng'r and Supt. d71

Through Cars to Washington City

On and after Nov. 1*st*, 1873,

THE

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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 Offices 43 West Madison St., and at Depot, corner Madison and Canal Streets, west side, Chicago.

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AND

PACIFIC RAILROAD

THE Great Central Iowa Short Line Overland Route, with its connections Rast 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,

With trains arriving from the West by Central and