

UNITED STATES MAILED.

OREGON.

Post Office Department.

Washington July 31, 1865.

Proposals will be received at the Contract Office of this Department until 3 p.m. of Wednesday, February 28, 1866, for conveying the mails of the United States from July 1, 1866, to June 30, 1870, in the State of Oregon, on the routes and by schedules of departures and arrivals heretofore specified.

Decisions announced by March 14, 1866.
(*Examine the laws, forms, and instructions annexed.*)

15101 From Portland, by Vancouver and Saint Helen, to Monticello, 56 miles, and back, once a week, in steam boats. Leave Portland Monday and Friday at 7 a.m.; Arrive at Vancouver by 10 a.m.; Leave Vancouver Tuesday and Saturday at 1 p.m.; Arrive at Portland by 7 p.m.

15102 From Portland, by Springville, Source Island, Vancouver, Fisher's Landing, Sandy, Washougal, Cascades, and Hood River, to The Dalles, 119½ miles, and back, six times a week. Leave Portland daily, except Sunday, at 5 a.m.; Arrive at The Dalles daily, except Sunday, at 5 a.m.; Arrive at Portland next day by 10 p.m.

The letters (n.o.) indicate that no office exists at the place of this advertisement.

120 miles, and back, once a week. Bidders to propose a schedule of departures and arrivals.

15118 From Jacksonville, by Apple- slate Creek and Kirby, to Waldo, 64 miles, and back, twice a week. Leave Jacksonville Monday and Thursday at 6 a.m.; Arrive at Waldo next day by 12 p.m.; Leave Waldo Tuesday and Friday at 2 p.m.; Arrive at Jacksonville by 7 p.m.

25119 From Astoria, by Cathlamet, Westport, Oak Point, and Rainier, to Monticello, 55 miles, and back, twice a week, in steamboats. Leave Astoria Tuesday and Saturday at 7 a.m.; Arrive at Monticello by 6 p.m.; Leave Monticello Monday and Friday at 1 p.m.; Arrive at Astoria by 7 p.m.

15120 From Auburn, by Pocahontas, Riggsville, (n.o.), and Dealy's Station, (n.o.), to Umatilla, with a branch to Granite Creek Mine, (n.o.) and Independence City, (n.o., from Dealy's Station),—miles, and back, once a week. Bidders to state distance, and propose schedule of departures and arrivals.

15121 From Marshall to Umatilla, 32 miles, and back, once a week. Leave Marshall Monday at 6 a.m.; Arrive at Umatilla by 6 p.m.; Leave Umatilla Tuesday at 6 a.m.; Arrive at Marshall by 6 p.m.

The letters (n.o.) indicate that no office exists at the place of this advertisement.

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, 1866, to June 30, 1870, on route No. —, between — and —, under the advertisement of the Postmaster General, dated July 31, 1865, with "certainty, certainty, and security." 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 terms and instructions attached to the advertisement.

Dated (Signed)

Guarantee.

The undersigned, residing at —, State of —, undertake that, if the foregoing bid for carrying the mail en route No. — be accepted by the Postmaster General, the bidder shall, prior to the 1st day of July, 1866, enter into the required obligation or contract to perform the services proposed, with good and sufficient securities.

This we do, understanding distinctly the obligations and liabilities assumed by guarantors under the 27th section of the act of Congress of July 2, 1836.

Dated (Signed by two guarantors)

Certificate.

The undersigned postmaster at —, State of —, certifies UNDER HIS OWN WRITING, that he is acquainted with the above guarantors and knows them to be men of property, and able to make good their guarantee.

Dated (Signed)

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, but on railroad and steamboat routes there is to be no more delay than is sufficient for an exchange of the mail pouches.

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

3. On railroad and steamboat lines, the route agents of the department, also the British and Canada mails, when offred, and the agents accompanying them, are to be conveyed without charge, and for the use of the United States agents a commissary car, or apartment in the center of a car, properly lighted, warmed, and furnished, and adapted to the convenience of separation and due security of the mails, is to be provided by the contractor, under the direction of the department.

15109 From Salem, Valientes, to Lafayette, Diamond Hill, Pine, Williamette Forks, and Eugene City, to Pleasant Hill, 82½ miles, and back, once a week. Leave Salem Tuesday at 12 m.; Arrive at Pleasant Hill Friday by 5 p.m.; Leave Pleasant Hill Saturday at 6 a.m.; Arrive at Salem Tuesday by 10 a.m.

15110 From Lafayette, by McMinnville, Muldy, and Williams, to Grande Ronde, 30 miles, and back, once a week. Leave Lafayette Wednesday at 6 a.m.; Arrive at Grande Ronde by 5 p.m.; Leave Grande Ronde Tuesday at 6 a.m.; Arrive at Lafayette by 5 p.m.

15111 From Lafayette, by Dayton, Amity, Bethel, Elba, Dallas, Bridgeport, and Luckenbach, to Corvallis, 60½ miles, and back, once a week. Leave Lafayette Tuesday at 2 p.m.; Arrive at Corvallis next day at 7 p.m.; Leave Corvallis Monday at 6 a.m.; Arrive at Lafayette by 5 p.m.

15112 From Lafayette to Tillamook (n.o.) 40 miles, and back, once a week. Leave Lafayette Monday at 6 a.m.; Arrive at Tillamook Tuesday at 6 a.m.; Leave Tillamook Wednesday at 6 a.m.; Arrive at Lafayette by 5 p.m.

15113 From Albany, by Peoria, Burlington, Harrisburg, and Willamette Forks, to Eugene City, 45 miles, and back, once a week. Leave Albany Thursday at 6 a.m.; Arrive at Eugene City by 7 p.m.; Leave Eugene City Friday at 6 a.m.; Arrive at Albany by 7 a.m.

15114 From Corvallis, by Starr's Point, Long Tom, Suislaw, and Yoncalla, to Oakland, 90 miles, and back, once a week. Leave Corvallis Wednesday at 6 a.m.; Arrive at Oakland next day by 5 p.m.; Leave Oakland Friday at 6 a.m.; Arrive at Corvallis next day by 5 p.m.

15115 From Oakland, by Kellogg's, Elkton, Scottsburg, and Gardiner, to Umpqua City, 73½ miles, and back, once a week. Leave Oakland Saturday at 12 m.; Arrive at Umpqua City Monday by 3 p.m.; Leave Umpqua City Wednesday at 12 m.; Arrive at Oakland Friday by 5 p.m.

15116 From Umpqua City, by Empire City and Randolph, to Port Orford, 82 miles, and back, once a week. Leave Umpqua City Wednesday at 6 a.m.; Arrive at Port Orford Friday by 6 p.m.; Leave Port Orford Saturday at 6 a.m.; Arrive at Umpqua City next Tuesday by 2 p.m.

15117 From Roseburg, by Ten-mile Creek, (n.o.) Camas Valley, (n.o.), Junction of Middle and South Fork of Coquille, (n.o.) Leach's Prairie, (n.o.) and Six Miles, (n.o.) to Port Orford,

— The above certificate must have affixed to it a five-cent stamp, cancelled, as the law requires.

department to do so; for running an express as aforesaid; or for transporting persons or packages, conveiging mailable matter out of the mail.

8. The Postmaster General may order an increase of service on a route by allowing therefore a pro rata increase on the contract pay. He may change schedules of departures and arrivals in all cases, and particularly to make them conform to connections with railroads, without increase of pay, provided the running time be not prolonged. He may also order an increase of speed, allowing, within the restrictions of the law, a pro rata increase of pay for the additional stock or carriers, if any. The contractor may, however, in the case of increase of speed, relinquish the contract, by giving prompt notice to the department that he prefers doing so to carrying the order into effect. The Postmaster General may also discontinue or entail the service, in whole or in part, in order to place on the route a greater degree of service, or whenever the public interest, in his judgment, shall require such discontinuance or entailing for any other cause; he allowing a full indemnity to contractor one month's extra pay on the amount of services dispensed with, and pro rata compensation for the amount of service retained and continued.

9. Payments will be made by collections from or drafts on postmasters, or otherwise, after the expiration of each quarter—say, in February, May, August, and November.

10. The distances are given according to the best information; but no increased 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 roads, hills, streams, &c., and all toll bridges, ferries, or obstructions of any kind by which expense may be incurred. No claim for additional pay, based on such ground, can be considered; nor for bridges destroyed, ferries discontinued, or other obstructions increasing distance, occurring during the contract term. Offices established after this advertisement is issued, and also during the contract term, are to be visited without extra pay, if the distance be not increased.

11. Bidders are cautioned to mail their proposals in time to reach the department by the day and hour named, (3 p.m., February 28,) for bids received after that time will not be considered in competition with a bid of reasonable amount received in time. Neither can bids be considered which are without the guarantee required by law, and a certificate of the sufficiency of such guarantee.

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

13. There should be but one route bid for in a proposal. Consolidated or combination bids (proposing one sum for two or more routes,) are forbidden by law, and cannot be considered.

14. The route, the service, the yearly pay, the name and residence of the bidder, (that is, his usual post office address,) and those 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 retain copies of them.

16. Altered bids should not be submitted; nor should bids once submitted be withdrawn. No withdrawal of a bidder or guarantee will be allowed unless the withdrawal is dated and received before the last day for receiving proposals.

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

The department reserves the right to reject any bid which may be deemed extravagant, and also to disregard the bids of failing contractors and bidders.

17. The bid should be sealed, superscribed "Mail Proprietary, State of —," addressed "Second Assistant Postmaster General, Contract Office," and sent by mail, not by or to an agent; and postmasters will not enclose proposals (or letters of any kind) in their quarterly returns.

18. The contracts are to be executed and returned to the Department by or before the 1st day of July, 1866; but the service must be begun on that day, or on the mail day next after it, whether the contracts be executed or not.

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

19. Postmasters at offices on or near railroads, but more than eighty rods from a station, will, immediately after the 30th of March next, report their exact distance from the nearest station, and how they are otherwise supplied with the mail, to enable the Postmaster General to direct a mail messenger supply from the 1st of July next.

20. Section eighteen of an act of Congress approved March 3, 1845, provides that contracts for the transportation of the mail shall be let, in every case, to the lowest bidder tendering sufficient guarantees for faithful performance, without other reference to the mode of such transportation that may be necessary to provide for the due certainty and security of such transportation." Under this law, bids that propose to transport the mails with "certainty, 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 "certainty, certainty and security," and have the preference over all others, and no others are considered.

21. 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, after the last hour set for receiving bids. Making a new bid with guarantee and certificate, is the only way to modify a previous bid.

22. Postmasters are to be careful not to certify the sufficiency of guarantors or sureties without knowing that they are persons of sufficient responsibility; a disregard of this instruction by postmasters is a violation of their oath of office, subjecting them to immediate removal. All bidders, guarantors, and sureties are distinctly notified that on a failure to enter into or perform the contracts for the service proposed for in the accepted bids, their legal liabilities will be enforced against them.

23. Present contractors, and persons

known at the Department, must, equally with others, procure guarantors and certificates of their sufficiency substantially in the form above prescribed. The certificate of sufficiency must be signed by a postmaster, or by a judge of a court of record. No other will be admitted. The certificate must also have affixed to it a five-cent revenue stamp, cancelled, as required by law. — W. DENNISON Post Gen.

Happiness or Misery;

THAT IS THE QUESTION.

THE PROPRIETORS OF THE MUSEUM OF ANATOMY AND SCIENCE,

"have determined, regardless of expense, to issue FREE (for the benefit of the self-taught humanity) four of their most interesting and instructive LECTURES on MARRIAGE, and its disqualifications: Nervous Debility, Premature Decline of Manhood, Indigestion, Weakness or Depression, Loss of Energy and Vital Power, the great Social Evil, and those maladies that result from youthful follies, excesses of maturity, or ignorance of Physiology and Nature's Laws.

These Invaluable Lectures have been the means of enlightening and saving thousands, and will be forwarded FREE on receipt of Twenty-five Cents in postage stamps, by addressing "Secretary Pacific Museum of Anatomy and Science, Pine Street, San Francisco."

Letters to be sent through Wells Fargo & Co., marlly in's

Umpqua Academy!

THE Trustees of Umpqua Academy have

thoroughly repaired the building, and it is now ready for school. The Winter Term of 22 weeks will commence Nov. 27th. The Spring and Summer Term, 1st Monday in May, 1866.

RATES OF TUITION Per Quarter:

Primary Department,	\$ 5 00
Secondary,	6 00
Higher English,	7 00
Dead Languages, Drawing and Painting, each, extra,	3 00
Music,	10 00
Board in private families,	3 00

F. F. ROYAL, Principal.

Mr. CLARE SMITH, As't Teacher.

LOVE & BILGER

California Street, Jacksonville,

DEALERS AND WORKERS IN

TIN, SHEET IRON, COPPER,

LEAD AND BRASS,

HAVE just received from the Atlantic States and San Francisco, a complete stock of everything in their line, and will keep constantly on hand an assortment of the best Tin, Sheet-Iron and Copperware, Brass Pipes, Hydraulic Nozzles, Force Pumps, Chain Lead Pipe, Hose,

HARDWARE, CUTLERY; NAILS

of all sizes.

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