

The November Elections.

On Tuesday last, elections were held in Arkansas, Alabama, Florida, Illinois, Indiana, Kansas, Louisiana, Maryland, Massachusetts, Michigan, Minnesota, Missouri, New York, and Wisconsin.

Wisconsin elects a Republican Governor by 8,000 majority, and a Republican Legislature about same as last year.

In Minnesota Republican majority for Governor, estimated to be between 3,000 and 4,000.

In New York the Republicans carry the Legislature—the Senate by 3 or 4 majority and the Assembly probably larger. The Democrats elect State ticket by about 12,000.

In Massachusetts the Legislature is largely Republican, and Republican Governor elected by a plurality over Temperance and Democratic candidates.

Maryland has elected Democratic State officers and Legislature as usual.

Chicago, Nov. 3.—The Citizens ticket city and county elected entire. Tribune claims 7,000 majority for Republicans.

Nov. 4.—Tribune's figures: Constitutional Convention composed of 46 Republicans and 39 Democrats.

Albany, N. Y., Nov. 4.—Argus claims election of Democratic State ticket by 21,000 majority, with 18 Democrats Senators and 70 Democratic Members of Assembly.

Boston, Nov. 3.—Legislature stands 141 Republicans, 29 Labor Reformers, and 49 Democrats. Senate 30 Republicans, 6 Democrats and 1 Labor Reformer.

Workingmen's Interests.

The Evening Commercial, of Portland, suggests a measure, which it thinks might be advantageously pursued by workingmen. It is the co-operative market system.

Patronize Home Industry.

If everybody would always buy any manufactured article that is produced in his own neighborhood, be it woolen cloth, furniture, or anything else, in preference to any imported article, money would be much more plenty in Oregon than it is at present.

Senator Cooper.

A Nashville telegram says: The election of Senator gives satisfaction to all but John on's most ardent friends. Probably a better selection could not have been made.

Destructive Fire.

SALEM, O., Nov. 7.—This morning, at one o'clock, fire broke out in the kitchen of the Capital Hotel, on corner of High and State streets.

Late Telegrams.

WASHINGTON, October 30.—Governor Low has not yet received his instructions as Minister to China, but will in a few days.

Mr. Wade, English-Charge d' Affairs to China, is reported to have said recently that J. Ross Browne was in error in stating that the Chinese made no progress.

Chicago, October 30.—700,000,000 letters passed through the mail last year—an increase of 40,000,000 over any previous year.

It is ascertained on reliable authority that the President and Mrs. Grant have ceased all social connection with Corbin, on account of his duplicity in connecting them with the New York gold speculation.

Secretary Boutwell refuses to revoke his decision not to permit the Pacific Railroad bonds to be used as a basis for banking purposes.

Lewiston (Me.), October 30.—Four inches of snow fell last night.

San Francisco, Oct. 30.—The steamer Constitution sailed for Panama today with 200 passengers and over \$700,000 in treasure, for Europe and South America.

The Western Pacific Railroad was completed to O'kland yesterday. Eastern passengers will hereafter arrive at and embark from that point.

Koepmanschap has returned from the East, and will send 5,000 Chinese East to work on the Memphis and El Paso Railroad at \$30 per month, coin.

St. Louis, Oct. 31.—Nearly all the prairies along the Kansas Pacific railroad, between Lawrence and Leavenworth were burned on the 28th inst. A large amount of hay, fencing and other property, valued at several thousand dollars was destroyed by fire, which caught from sparks from a locomotive.

Bangor, Nov. 1.—The snow storm which began on Friday continued through Saturday. It has been very severe at Lincoln. At Moorhead Lake eighteen inches fell, and down in Piscataqua county one foot.

Chicago, Nov. 1.—A Tribune's New York special says the heavy break down in gold is now known to be caused by the general belief that Secretary Boutwell will in a very few weeks make a grand coup and at once return to specie payments, thus forestalling the decision of the Supreme Court which will undoubtedly be that the legal tender act is unconstitutional.

The decision is expected about the end of the year. This action of the Secretary will undoubtedly cause temporary distress through the country and create a panic in the produce and general merchandise markets but as the step has to be taken some time, the present is considered the most convenient, politically better indeed, than any other period not so remote from the Presidential election.

Among the numerous financial measures in contemplation by Mr. Boutwell is one to replace the five twenty bonds about due, by a large foreign loan. This has often been contradicted, but nevertheless, is now about agreed upon with the agents of foreign bankers now in this country.

WOMAN'S RIGHTS.—There is at Columbia Hill a woman's rights voter who is asserting his principles in the only practical way—at the polls. The returns from that precinct showed that one vote had been cast for Mrs. Donly and one for Mrs. Burns, for Justice of the Peace.—Nevada Gazette.

UNITED STATES MAILS.

OREGON.

POST OFFICE DEPARTMENT.

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

Decisions announced by March 14, 1870.

15101 From Portland, by Springville, St. Helens, Rainier, Monticello, Sonvia's Island, Oak Point, Westport, and Cathlamet, to Astoria, 110 miles and back, three times a week, in steamboats.

15102 From Portland, by Vancouver, Fisher's Landing, Cascades, and Hood River, to The Dalles, 119 miles and back, six times a week, in steamboats.

15103 From Oakland, by Cottage Grove, Eugene City, and Lancaster, to Corvallis, 50 miles and back, daily.

15104 From Corvallis, by Albany, Jefferson, Salem, Belpass, Aurora Mills, Oregon City, and Milwaukie, to Portland, 107 miles and back, daily.

15105 From Salem, by Eola and Rickreall, to Dallas, 16 miles and back, three times a week.

15106 From Grand Ronde, by Salt Creek, Dallas, Monmouth, and Independence, to Buena Vista, 44 miles and back, once a week.

15107 From Salem, by Aumsville, Scio, Lebanon, Brownsville, Diamond Hill, Pine, Wilton, the Forks, Springfield, and Battlemaker, to Pleasant Hill, 88 miles and back, once a week.

15108 From Salem, by Lincoln and Zena, to Wheatland, 27 miles and back, once a week.

15109 From La Fayette, by McMinnville, Bellevue, and Sheridan, to Grand Ronde, 29 miles and back, twice a week.

15110 From La Fayette, by Dayton, Amity, Bethel, Elm Dallas, Bridgeport, Louisville, and Lackmeate, to Corvallis, 60 miles and back, twice a week.

15111 From La Fayette, by Mountain House and Nestoclu, to Tillamook, 60 miles and back, once a week.

15112 From Albany, by Peoria, Burlington and Harrisburgh, to Lancaster, 35 miles and back, twice a week.

15113 From Portland, by Kellogg's and Scottsburg, to Gardiner, 64 miles and back once a week.

15114 From Gardiner, by Empire City and Randolph, to Port Orford, 89 miles and back, once a week.

15115 From Rowburgh, by Ten Mile Creek, (local), Camas Valley, (local), Junction of Middle and South Fork of Coquille, (local), Leubris Prairie, (local), and Six Miles, (local), to Port Orford, 129 miles and back, once a week.

15116 From Jacksonville, by Applegate, State Creek, and Kirby, to Waldo, 65 miles and back, twice a week.

15117 From Astoria, by Cathlamet, Westport, Oak Point, Sonvia's Island, Rainier, and Monticello, to Portland, 110 miles and back, twice a week, in steamboats.

15118 From Astoria, by Cathlamet, Westport, Oak Point, Sonvia's Island, Rainier, and Monticello, to Portland, 110 miles and back, twice a week, in steamboats.

15119 From Astoria, by Cathlamet, Westport, Oak Point, Sonvia's Island, Rainier, and Monticello, to Portland, 110 miles and back, twice a week, in steamboats.

15120 From The Dalles, by Selma, (local), Umattilla, and Wallula, to Walla Walla, 157 miles and back, once a week.

15121 From Canyon City, by Susanville, (local), Elk District, (local), Tule's Station, (local), Olin Creek, (local), Independence, and Auburn, to Baker City, 125 miles and back, once a week.

15122 From The Dalles, by Umattilla, Wallula, (Wash. Ter.), Walla Walla, Mitchell's Station, L. Grand, Union North Powder, Baker City, Auburn, Express Ranch, Welser Ranch, Middleton, Emmetsville, and Martinsville, to Boise City, (Idaho), 250 miles and back, three times a week.

15123 From Portland, by Union School House, (local), Damascus, Clear Creek, Eagle Creek, Cuttingsville, Beaver, Malalia, Batte Creek, Silverton, and Sublimity, to Aumsville, 82 miles and back, once a week.

15124 From Albany, by Lebanon, Sweet Home Valley, (local), Camp Park, (local), Crooked River, (local), and White Valley, (local), to Mountain Home, (local), 100 miles and back, once a week.

15125 From Eugene City, by Sulistaw and Long Tom, to Franklin, 30 miles and back, once a week.

15126 From Contreville to Forest Grove, five miles and back, once a week.

15127 From Oregon City, by Battleville, Newellville, and Silet Clair, to Dayton, 35 miles and back, three times a week, in steamboats.

15128 From Fairfield, (local), by Saint Louis, (local), Parkersville, (local), Monitor, (local), and Needy, to Oregon City, 26 miles and back, once a week.

15129 From Astoria by Clatsop, Summer House, (local), Elk Creek, (local), Nehalem, (local), Miama Point, (local), Chiches Point, (local), and Netraek Landing, (local), to Tillamook, 60 miles and back, once a week.

15130 From Portland, by Taylor's Ferry, Dayton, Amity, Rickreall, and Monmouth, to Corvallis, 80 miles and back, once a week.

15131 From Albany, by Peoria, Burlington and Harrisburgh, to Lancaster, 35 miles and back, twice a week.

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FORM OF PROPOSAL GUARANTEE AND CERTIFICATE.

Proposal.

The undersigned, residing at _____, State of _____, county of _____, proposes to convey the mails of the United States, from July 1, 1870, to June 30, 1874, on route No. _____, between _____, under the advertisement of the Postmaster General, dated Sept. 30, 1869, with "certainty, certainty, and security," for the annual sum of _____ dollars.

This proposal is made with the 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 the advertisement.

Dated _____ (Signed) _____

Guarantee.

The undersigned, residing at _____, State of _____, certifies, under his oath or office, that he is acquainted with the above guarantor, and knows them to be men of property, and able to make good their guarantee.

Dated _____ (Signed by two guarantors) _____

Certificate.

The undersigned, postmaster at _____, State of _____, certifies, under his oath or office, 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 asserting the mail, but on relief and re-embarkment the time is to be no more delay than is sufficient for an exchange of the mail packages.

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

3. On railroad and steamboat lines the route agents of the Department, also the British and Canada mails, when offered, and the agents accompanying them, are conveyed without charge; and for the use of the United States agents a commutation car, or part of a car, properly lighted, warmed, and furnished, and adapted to the convenient separation and the security of the mails, is to be provided by the contractor, under the direction of the Department.

Railroad and steamboat companies are required to take the mail from, and deliver it into, the post office at the beginning and end of their routes, and to send from all offices not more than eighty rods from a station or landing.

There will be made for the contractor, an extra copy of the performance of all other side services, such as conveying mail, or other articles, or for other purposes, or for other agents of the Department, to accompany the mails conveyed on railroads and steamers, specifying the number and destination of the several bags. On other principal routes, however, receipts will be required, and one-fourth of the compensation for the trip is subject to forfeiture.

For repeated delinquencies of the kind herein specified, enlarged penalties, proportional to the nature thereof, and the importance of the mail, may be made.

For leaving behind or throwing off the mail, or for putting it in jeopardy, or for neglecting to take the mail from, or deliver it into, a post office, for conveying intelligence in advance of the mail, a quarter's pay may be deducted.

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