THE OREGON SENTINEL.

SATURDAY MORNING, NOV. 13, 1869.

The Political Aspect.

The defeat of George H. Pendleton for Governor in the recent Ohio election clearly reveals the doom of Northern Democracy. In spite of their National platform and the declared sentiments of their leader on the subject of paying the public debt in 1868, it has been felt throughout the country that a large majority of the Democratic party have all along been opposed to an honest payment of the national liabilities contracted during the war; and most bitterly and openly arrayed against the 15th amendment. There were many Democrats in the Western States who felt agrieved in the choice of Seymour for Presidential cannidate, and who felt that their honest sentiments were most grievously belied in the platform on which he was placed before the country. These men were undoubtedly in the majority of Democratic voters, and found their representative in George H. Pendleton. They believed his defeat for the Presidential nomination had been brought about by chicanery and corruption, and resolved to test the popularity of his political sentiments by running him for Governor of Ohio against the Republican candidate, Hays. Hays had to carry the full weight of the 15th amendment and the opposition to paying the national debt in gold—confessedly the strongest and most popular grounds of Democratic opposition—and yet in that stronghold of repudiators and negro haters beat his rival by a handsome majority. The result of this election ought certainly to fix the destiny of Western Democracy or "copperheadism" in the mind of every sensible thinking man in the country. The better wisdom of Southern Democrats prompts them, if their Western associates will not leave the hopeless contest on these great questions, to cut loose from them and leave them to perish amidst their prejudices and follies. They see clearly that the way to the future prosperity of the nation lies only over the wrecks and demolitions of what once entered deeply into the organization of a great and triumphant party.

Latest News.

PORTLAND, Nov. 10.

Dr. Eckman's new synagogue and school room is nearly completed, and will be dedicated on Thanksgiving Day. The friends of progress or Spiritualists of this city have procured a hall, and will have regular services in future. Grading on West side is now completed twenty miles. No iron has yet arrived for the road. Mr. McNeil, while placing a curb in a well in the lower part of the city' lost his hold and fell to the bottom, a distance of thirty feet, striking on his head and shoulders. He was seriously injured.

YREKA, Nov. 10.

A drenching rain commenced here this afternoon, and continues steadily. The tops of the mountains in this vicinity are covered with snow. Raining hard in every direction. Reported snowing fast on Scott Mountain.

LATER ELECTION NEWS.

CHICAGO, Nov. 5.—Austin, the Republican candidate for Governor of Minnesota, runs largely behind his ticket. His majority in the State will not exceed 1,500. Other candidates have a majority of 4,000 to 5,000. The Legislature is Republican, but its exact status is unknown. The Temperance ticket probably received 1,500 votes in the State.

In Wisconsin the Republicans gain in the Senate and lose in the Assembly. The Republican majority in the State is not less than 8,500. The Constitutional amendment for increasing the Governor's salary to $5,000 was carried by a large majority.

BOSTON, Nov. 5.—The following seems to be the result of the late election: There are 22 Senators opposed to a license law; 18 in favor; 27 Senators in favor of retaining the State police, which was another issue in the election. The House stands—123 anti-prohibitionists to 75 for prohibition.

ALBANY, (N. Y.) Nov. 5.—The *Argus* claims that Nelson's majority in the State is 25,000.

The *Tribune* states that the Assembly at present consists of 72 Democrats to 56 Republicans. Later advices indicate that at least one and perhaps two more Democrats are chosen to the Senate.

GEORGE PEABODY, a native of Massachusetts, for many years a great London banker and philanthropist, is dead, and his nephew has gone after his body. He will be buried in Danvers, Mass.

RAILROAD IRON.—Steamer *Ajax* arrived at Portland on the 12th inst. with 600 tons of railroad iron for Ben Holladay & Co.

Correspondence.

WASHINGTON, D. C., Oct. 28.

THE DEFEAT OF ANDREW JOHNSON

last week was a great surprise to his few friends here, but will in the end no doubt have a salutary effect in reconciling them to accept his defeat as the inevitable prelude to a new and changed era which awaits the whole South. His defeat, however, does not seem to affect his admirers so much as would have been supposed. The Fenians to a man are jubilant over the man who they contend defeated them in their well laid scheme to rid themselves of the yoke of Great Britain. Poor Johnson! how we, who know his aspirations too well, pity him in this, his hour of bereavement; and only wish that he could ag in be reconciled to enjoy the office of Justice of the Peace in Greenville, and that the good people there would only clothe him with that magisterial honor for the balance of his life. But such hopes we fear will not be realized, and we may again see, perhaps, (not probable) his "Accidency" accidentally elected to the U. S. Senate in the place of Mr. Brownlow, whose nearly worn out constitution forbids the anticipation of his remaining with us long.

The bountiful harvests this year in the South, and her bright prospects in the future, is working a wonderful change politically, and in every other way, in the minds of those who have heretofore been opposed to every act or measure of the Republican party having in it a semblance of reconstruction and pacification of the Southern people.

THE P. O. DEPARTMENT,

under the wise legislation of Congress and the efficient officers at its head, is constantly undergoing reforms which affect the people more generally than reforms in any one of the other Departments. The P. M. General has under consideration a contemplated change in the Route Agency Service in his Department, securing to railroads pretty generally throughout the country railroad postal clerks, by which the mail will be assorted for the respective roads over which they are to go and thereby prevent the delays now attending the mails in the various distributing offices of the country. These reforms keep step and become a part of the progress of the age.

This Government, through all administrations, I think, has been exceedingly liberal in extending its favors even to the most sparsely settled sections of our country, and the people in reciprocating those favors have gradually increased their patronage until the Department is now nearly self sustaining. It is estimated that since the completion of the Pacific Railroad the Government is saving at the rate of one million a year in the transmission of its mails to the Pacific.

The Post Office Money Order System, now being daily extended to the smaller offices of the country, netted to the Government in the last fiscal year, after paying all expenses, $65,637 having issued 1,264,143 orders, amounting to $24,848,058.

It would seem with our present Postal System improved by a few changes contemplated by the P. M General, that if we could now have added to it, in practical operation, the postal telegraph system which it is hoped Congress will arrange at its next session, we should be in a condition to challenge the whole world for our equal in securing "the greatest amount of good to the greatest number of people."

CONGRESSIONAL LIBRARY.

Our Congressional Library now contains 185,000 volumes, and is increa ing every day by the addition of books from all parts of our own country, and it might be said from the world, to the fullest extent the small amount of money appropriated by Congress for the purchase of books will obtain. By an act of Congress, 1865, a copy of every book published thereafter was to be forwarded to this library by the publisher; consequently no money is required to purchase books published in the United States. But every new book has to be bound according to the rules of the library, which incurs no inconsiderable expense to the Government. The appropriations for the purchase of books for the Library of Congress is only $10,000 yearly, while that for the British Museum is $48,500.

THE GENERAL LAND OFFICE

is in receipt of returns from the following District Land Offices showing a disposal during the past month of 112,776 acres of the public lands; Denver, Colorado Territory, 52,146 acres; Ionia, Michigan, 8,814 acres; St. Cloud, Minnesota, 4,961 acres; Marquette, Michigan, 4,706; Clarksville, Arkansas, (one hundred and five farms) 19,056 acres; in the State of California, San Francisco, 19,046 acres; Marysville, 9,555; Visalia, 3,755 acres. The greater portion of these lands were sold for cash, and the remainder taken by actual settlers under the homestead law, and located with military land warrants.

LIFE.

COAL MINE.—Mr. F. Z. Palmer writes the Shasta *Courier*, that a ledge of coal has been discovered on Pitt river some distance above Fort Crook. The ledge has been traced far enough to prove that it is very extensive and some of the coal tried in a blacksmith's forge gave as good satisfaction as the imported article. Specimens from this ledge have been sent to San Francisco to be tested and experimented on by the coal sharps of that city.

UNITED STATES MAILS.

OREGON.

POST OFFICE DEPARTMENT,
Washington, Sept 30, 1869.

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. Helen, Rainier, Monticello, Scuvie's Island, Oak Point, Westport, and Cathlamet, to Astoria, 110 miles and back, three times a week, in steamboats.
Leave Portland Monday, Wednesday, and Friday at 6 a m;
Arrive at Astoria by 6 p m;
Leave Astoria Tuesday, Thursday, and Saturday at 6 a m;
Arrive at Portland by 6 p m.
Proposals for six times a week service between Portland and Monticello invited.

15102 From Portland, by Vancouver Fisher's Landing, Cascades, and Hood River, to The Dalles, 119½ miles and back, six times a week, in steamboats.
Leave Portland daily, except Sunday, at 5 a m;
Arrive at The Dalles next day by 11 p m;
Leave The Dalles daily, except Sunday, at 5 a m;
Arrive at Portland next days by 11 p m

15103 From Oakland, by Cottage Grove, Eugene City, and Lancaster, to Corvallis, 90 miles and back, daily.

Schedule from April 1 to November 1.

Leave Oakland daily at 4 p m;
Arrive at Corvallis next da by 5 p m;
Leave Corvallis daily at 10 a m;
Arrive at Oakland next days by 11 a m.

Schedule from November 1 to April 1.

Leave Oakland daily at 6 a m;
Arrive at Corvallis next day by 6 p m;
Leave Corvallis daily at 6 a ;
Arrive at Oakland next day by 6 p m
If service on route No. 14773 (Cal.) be let, this will not be.

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

Schedule from April 1 to November 1.

Leave Corvallis daily at 6 a m;
Arrive at Portland next days by 11 a m;
Leave Portland daily at 6 a m;
Arrive at Corvallis next days by 9 a m.

Schedule from November 1 to April 1.

Leave Corvallis daily at 6 a m;
Arrive at Portland second days by 6 p m
Leave Portland daily at 6 a m;
Arrive at Corvallis second days by 6 p m
If service on route No. 14773 (Cal.) be let, this will not be.

15105 From Salem, by Eola and Rickreall, to Dallas, 16 miles and back, three times a week
Leave Salem Monday, Wednesday, and Friday at 7 a m;
Arrive at Dallas by 11 a m;
Leave Dallas Monday, Wednesday, and Friday at 1 p m;
Arrive at Salem by 5 p m.

15106 From Grand Ronde, by Salt Creek, Dallas, Monmouth, and Independence, to Buena Vista, 44 miles and back, once a week.
Leave Grand Ronde Monday at 6 a m;
Arrive at Buena Vista by 6 p m;
Leave Buena Vista Tuesday at 6 a m;
Arrive at Grand Ronde by 6 p m.

15107 From Salem, by Aumsville, Scio, Lebanon, Brownsville, Diamond Hill, Pine, Willamette Forks, Springfield, and Rattlesnake, to Pleasant Hill, 88 miles and back, once a week.
Leave Salem Tuesday at 6 a m;
Arrive at Pleasant Hill Friday at 1 p m
Leave Pleasant Hill Friday by 11 a m;
Arrive at Salem Monday by 6 p m.

15108 From Salem, by Lincoln and Zena, to Wheatland, 27 miles and back, once a week.
Leave Salem Monday at 7 a m;
Arrive at Wheatland by 12 m
Leave Wheatland Tuesday at 2 p m;
Arrive at Salem by 8 p m.

15109 From La Fayette, by McMinnville, Bellevue, and Sheridan, to Grand Ronde, 29 miles and back, twice a week
Leave La Fayette Tuesday and Friday at 1 p m;
Arrive at Grand Ronde next days by 12 m;
Leave Grand Ronde Monday and Thursday at 1 p m;
Arrive at La Fayette next days by 11 a m
Proposals to commence at McMinnville, 5 miles less, invited.

15110 From La Fayette, by Dayton, Amity, Bethel, Ezra, Dallas-Bridgeport Louisville, and Lackemute, to Corvallis, 60 miles and back, twice a week.
Leave La Fayette Tuesday and Friday at 1 p m;
Arrive at Corvallis next days by 7 p m;
Leave Corvallis Monday and Thursday at 6 a m;
Arrive at La Fayette next days by 12 m
Proposals to commence at Portland, also, for three-times-a-week service, invited.

15111 From La Fayette, by Mountain House and Nestocton, to Tillamook, 60 miles and back, once a week.
Leave La Fayette Tuesday at 2 p m;
Arrive at Tillamook Thursday by 12 m;
Leave Tillamook Thursday at 2 p m;
Arrive at La Fayette Saturday by 12 m.

15112 From Albany, by Peoria, Burlington and Harrisburgh, to Lancaster, 35 miles and back, twice a week.
Leave Albany Monday and Thursday at 6 a m;
Arrive at Lancaster by 7 p m;
Leave Lancaster Tuesday and Friday at 6 a m;
Arrive at Albany by 7 p m.

15113 From Oakland, by Kellogg's and Scottsburgh, to Gardiner, 64 miles and back once a week.
Leave Oakland Monday at 6 a m;
Arrive at Gardiner Wednesday by 6 p m;
Leave Gardiner Thursday at 6 a m;
Arrive at Oakland Saturday by 6 p m.

15114 From Gardiner, by Empire City and Randolph, to Port Orford, 89 miles and back, once a week.
Leave Gardiner City Thursday at 6 a m;
Arrive at Port Orford Saturday by 6 p m
Leave Port Orford Monday at 6 a m:
Arrive at Gardiner City Wednesday by 6 p m.

15115 From Roseburgh, by Ten Mile Creek, (local,) Camas Valley, (local,) Junction of Middle and South Fork of Coquille, (local,) Lenbaris Prairie, (local) and SixMines (local,) to PortOrford, 120 miles and back, once a week.
Bidders to propose schedule of departures and arrivals.

15116 From Jacksonville, by Applegate, Slate Creek, and Kirby, to Waldo, 65 miles and back, twice a week.
Leave Jacksonville Monday and Thursday at 6 a m;
Arrive at Waldo next days by 12 m;
Leave Waldo Tuesday and Friday at 2 p m;
Arrive at Jacksonville next days by 7 p m.
Proposals to extend to Crescent City (Cal'a) invited.

15117 From Astoria, by Cathlamet, Westport, Oak Point, Scuvie's Island, Rainier, and Monticello, to Portland, 110 miles and back, twice a week, in steamboats
Leave Astoria Tuesday and Saturday at 4:45 a m;
Arrive at Portland by 8.45 p m;
Leave Portland Monday and Friday at 5 a m;
Arrive at Astoria by 9 p m.
Proposals to end at Monticello, 55 miles, invited.

15118 From Auburn, by Riggsville, (local,) and Dealy's Station, [local,] to Umtilla, with a branch to Granite Creek Mines, (local,) and to Independence City, (local,) from Dealy's Station, (local,) —— miles and back once a week.
Bidders to state distance and propose schedule of departures and arrivals.

15119 From The Dalles, by Wasco, Camp Watson, (local,) Bridge Creek, Deschutes, Dayville, and John Day's City, to Canyon City, 180 miles and back, once a week.
Leave The Dalles Tuesday at 4 a m;
Arrive at Canyon City Friday by 6 p m;
Leave Canyon City Thursday at 4 a m;
Arrive at The Dalles Friday by 6 p m.
Bids to extend to Boise City, 180 miles further, invited.

15120 From The Dalles, by Selilo, (local,) Umatilla, and Wallula, to Walla Walla, 157 miles and back, once a week.
Leave The Dalles Monday at 7 a m;
Arrive at Walla Walla fourth day by 6 p m
Leave Walla Walla Monday at 7 a m;
Arrive at The Dalles fourth day by 6 p m;

15121 From Canyon City, by Susanville, (local,) Elk District, (local,) True's Station, (local,) Olin Creek, (local,) Independence, and Auburn, to Baker City, 125 miles and back, once a week.
Leave Canyon City Monday at 7 a m;
Arrive at Baker City Wednesdays by 7 p m;
Leave Baker City Thursday at 7 a m;
Arrive at Canyon City Saturday by 7 p m;

15122 From The Dalles, by Umatilla, Wallula, (Wash. Ter.) Walla Walla, Mitchell's Station, La Grand, Union North Powder, Baker City, Auburn, Express Ranch Weiser Ranch, Middleton Emmettsville, and Martinsville, to Boise City, (Idaho,) 550 miles and back three times a week.
Bids for six times a-week service invited.
Bidders to propose schedule of departures and arrivals.

15123 From Portland, by Union School House, (local,) Damascus, Clear Creek, Eagle Creek, Cuttingsville, Beaver, Molalla, Butte Creek, Silverton, and Sublimity to Aumsville, 82 miles and back, once a week.
Leave Portland Monday at 6 a m;
Arrive at Aumsville Tuesday by 6 p m;
Leave Aumsville Wednesday at 6 a m;
Arrive at Portland Thursday by 6 p m;

15124 From Baker City to Auburn, 16 miles and back, once a week.
Leave Baker City Wednesday at 8 a m;
Arrive at Auburn by 12 m;
Leave Auburn Wednesday at 1 p m;
Arrive at Baker City by 5 p m.

15125 From Eugene City, by Suislaw and Long Tom, to Franklin, 30 miles and back once a week.
Leave Eugene City Wednesday at 7 a m;
Arrive at Franklin by 6 p m;
Leave Franklin Thursday at 7 a m;
Arrive at Eugene City by 6 p m.

15126 From Centreville to Forest Grove, five miles and back, once a week.
Leave Centreville Monday at 10 a m;
Arrive at Forest Grove by 12 m;
Leave Forest Grove Monday at 1 p m;
Arriv at Centreville by 3 p m.

15127 From Oregon City, by Butteville, Newellsville, and Saint Clair, to Dayton 38 miles and back, three times a week, in steamboats.
Leave Oregon City Monday, Wednesday, and Friday at 7 a m;
Arrive at Dayton by 7 p m;
Leave Dayton Tuesday, Thursday and Saturday at 7 a m;
Arrive at Oregon City by 7 p m.

15128 From Fairfield, (local,) by Saint Louis, Aconda, Parkersville, (local,) Monitor, (local,) and Needy, to Oregon City, 26 miles and back, once a week
Leave Fairfield Tuesday at 7 a m;
Arrive at Oregon City by 6 p m;
Leave Oregon City Wednesday at 7 a m
Arrive at Fairfield by 6 p m.

15129 From Astoria by Clatsap, SummerHouse, (local,) Elk Creek, [local,] Nehalem, [local,] Miams Point, [local,] Chiliches Point, [local,] and Netrack Landing, [local,] to Tillamook, 60 miles and back, once a week.
Leave Astoria Tuesday at 7 a m;
Arrive at Tillamook next day at 6 p m;
Leave Tillamook Thursday at 7 a m;
Arrive at Astoria next day by 6 p m.

15130 From Portland, by Taylor's Ferry, Dayton, Amity, Rickreal, and Monmouth, to Corvallis, 80 miles and back, once a week.
Leave Portland Tuesday at 6 a m;
Arrive at Corvallis next day by 7 p m;
Leave Corvallis Thursday at 6 a m;
Arrive at Portland next day by 7 p m.

15131 From Portland, by Hillsboro, Forest Grove, and West Chehalem, to La Fayette, 47 miles and back, once a week.
Leave Portland Monday and Thursday at 7 a m;
Arrive at La Fayette next days by 1 p m;
Leave La Fayette Tuesday and Friday at 2 p m;
Arrive at Portland next days by 8 p m;
Proposals to embrace Centreville on route invited.

15132 From Auburn, by Pocahontas, (local,) Riggsville, (local,) Birch Creek, (local,) and Dealy's Station, (local,) to Umatilla, with branch to Granite Creek Mines, (local,) —— miles and back, once a week.
Bidders to state distance and propose schedules of departures and arrivals.

15133 From Umatilla, by county seat of Yakima county, (local,) and Snoqualmie Pass, to Seattle, 225 miles and back, once a week
Leave Umatilla Monday, at 8 a m;
Arrive at Seattle Sunday by 6 p m;
Leave Seattle Monday at 8 a m;
Arrive at Umatilla Sunday by 6 p m.

15134 From Express Ranch, by Rye Valley, to Humboldt Basin, 18 miles and back, once a week.
Leave Express Ranch Wednesday at 12 m;
Arrive at Humboldt Basin by 7 p m;
Leave Humboldt Basin Thursday at 8 a m;
Arrive at Express Ranch by 2 p m;

15135 From The Dalles, by Rockland, (local,) Block House, (local,) and Simcoe, (local,) to Yakima C. H., (local,) 90 miles and back, once a week.
Leave The Dalles, Monday at 7 a m;
Arrive at Yakima Wednesday by 12 m;
Leave Yakima Thursday at 7 a m;
Arrive at The Dalles Saturday by 12 m.

15136 From Albany, by Boston Mills, (local, to Brownsville, 23 miles and back once a week.
Leave Albany Monday at 8 a m;
Arrive at Brownsville by 6 p m;
Leave Brownsville Tuesday at 8 a m;
Arrive at Albany by 6 p m.

15137 From Portland, by Bridgeport, (local,) and Chehalem Gap, (local,) to Dayton, 30 miles and back, once a week.
Leave Portland Saturday at 7 a m;
Arrive at Dayton by 7 p m;
Leave Dayton Monday at 7 a m;
Arrive at Portland by 7 p m.

15138 From Corvallis, by Philomath, Somers, (local,) Summit, (local,) Haptonstall's, (local,) Pioneer City, Little Elk, Yaquina, Oysterville, (local,) Newton, and Toledo, to Newport, 70 miles and back, three times a week from May 1 to November 1, and once a week the residue of the year.

May to November.

Leave Corvallis Monday, Wednesday, and Friday at 6 a m;
Arrive at Newport next days by 6 p m;
Leave Newport Monday, Wednesday, and Friday at 6 a m, or 6 p m;
Arrive at Corvallis next days by 8 p m.

November to May.

Leave Corvallis Monday at 6 a m;
Arrive at Newport Wednesday by 6 p m;
Leave Newport Thursday at 6 a m;
Arrive at Corvallis Saturday by 6 p m.

15139 From Lewisville to Newton, (Elk City, local name,) 51 miles and back, once a week.
Leave Lewisville Monday at 6 a m;
Arrive at Newton next day by 4 p m;
Leave Newton Wednesday at 6 a m;
Arrive at Lewisville next day by p m.

15140 From Albany, by Lebanon, Sweet Home Valley, (local,) Camp Polk, (local,) Crooked River, (local,) and Ochoco Valley, (local,) to Mountain House, (local,) —— miles and back, once a week.
Bidders to state distance and propose schedule of departures and arrivals.

15141 From Roseburgh to Randolph, 110 miles and back, once a week.
Bidders to propose schedule of departures and arrivals.

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, 1870, to June 30, 1874, on route No. ——, between ——— and ———, under the advertisement of the Postmaster General, dated Sept. 30, 1869, with "celerity, 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———, undertake that, if the foregoing bid for carrying the mail on route No. —— be accepted by the Postmaster General, the bidder shall, prior to the 1st day of July, 1870 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 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 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.

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 offered, and the agents accompanying them, are conveyed without charge; and for the use of the United States agents a commodious car, or part of a car, properly lighted, warmed, and furnished, and adapted to the convenient separation and due 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 offices at the beginning and end of their routes, and to and from all offices not more than eighty rods from a station or landing. Proposals may be submitted by the companies for the performances of all other side service—that is, for offices over eighty rods from a station or landing.

There will be "way bills" prepared by postmasters, or 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, likewise, receipts will be required and way bills forwarded; the latter to be examined by the several postmasters, to insure regularity in the delivery of mails.

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

5. For leaving behind or throwing off the mails, or any portion of them, for the admission of passengers, or for being concerned in setting up or running an express conveying intelligence in advance of the mail, a quarter's pay may be deducted.

6. Fines will be imposed, unless the delinquency be promptly and satisfactorily explained by certificates of postmasters or the affidavits of other credible persons, for failing to arrive in contract time; for neglecting to take the mail from, or deliver it into, a post office; for suffering it to be wet, injured, destroyed, robbed, or lost; and for refusing, after demand, to convey the mail as frequently as the contract so runs, or it 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 as aforesaid; or for transporting persons or packages conveying mailable matter out of the mail.

8. The Postmaster General may order an increase of service on a route by allowing therefor 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 shortened. The Postmaster General may also discontinue or curtail the service, in whole or part, in order to place on the route superior service, or whenever the public interests, in his judgment, shall require such discontinuance or curtailment for any other cause; he allowing as full indemnity to contractor one month's extra pay on the amount of service dispensed with, and a "pro rata" compensation for the amount of service retained and continued.

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

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 alleged mistakes or misapprehension as to the degree of service; nor for bridges destroyed, ferries discontinued, or other obstructions increasing distance or expense, 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., March 1, 1870,) 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" 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. 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 the name of each member of a firm, where a company offers, should be distinctly stated.

15. Bidders are requested to use, as far as practicable, the printed proposals furnished by the Department, to write out in full the sum of their bids, and to retain copies of them.

Altered bids should not be submitted; nor should bids once submitted be withdrawn. No withdrawal of a bidder or guarantor will be allowed unless the withdrawal 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. (Act of July 2, 1836, section 24.)

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

17. The contracts are to be executed and returned to the Department by or before the **1st day of July, 1870**; 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.

18. Postmasters at offices on or near railroads, but more than eighty rods from a station, will, immediately after the 1st of March next, report their exact distance from the nearest station, to enable the Postmaster General to direct a mail-messenger supply from the 1st of July next.

19. Section eighteen of a 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 guarantee for the faithful performance, without other reference to the mode of such transportation than may be necessary to provide for the due celerity, certainty and security of such transportation." 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.

20. A modification of a bid in any of its essential terms is tantamount to a new bid, and cannot be received, so as to interfere with regular competition. Making a new bid, with guarantee and certificate, is the only way to modify a previous bid.

21. 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.

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, or by a judge of a court of record. No other will be admitted.

JNO. A. J. CRESWELL,
Postmaster General.

oct30—6w

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Jacksonville, November 6th, 1869. tf

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