THE OREGON SENTINEL.

SATURDAY MORNING, Dec. 4, 1869.

Republicanism Moribund.

Our cotemporary must be one of the cheerful kind, one would judge, from the glowing words of hope and encouragement to his political brethren, which appeared in his leader of last week. Out of the eleven States in which elections were held, last November, only two went Democratic, and that by a scratch, and yet our hopeful cotemporary finds much therein to encourage Democracy, and is correspondingly thankful. The simple and decided financial policy of the present administration, now well understood throughout the country, and relied upon as the future policy of the nation in regard to the public debt, coupled with the significant fact that that debt has already been reduced over sixty millions since Grant's inauguration in March last, has given the people confidence in their ability to pay the whole debt honestly, in the course of a few years; and the clamors of repudiators, who would have made the public credit a thing of trade, are becoming more and more odious every day, and will ere long be hushed into silence before the scorn and indignation of a patriotic and honest people. The bitter contest over the political condition of the negro in the United States, culminating in the fifteenth amendment, has gone decisively against Democracy, and his civil and political equality in every State in the Union is as certain as any future probability can be. And yet our neighbor can find signs of hope and cheer, albeit, these two main grounds of Democratic reliance have been washed away by the unsparing flood of popular sentiment!

The South, over whose misfortunes northern Copperheads have shed so many tears of sympathy, is rapidly allying herself in sentiment with northern Radicalism—her destroyer—and promises soon to become thoroughly Republican; while sensible Democrats, everywhere, perceiving the rediculousness of lavishing sympathy on an object which has itself practically disclaimed it, are ready to let old issues go if they could only discover new ones of sufficient importance to claim national consideration.

But all these revolutions towards who imagines "Brick" Pomeroy's fervid manifest destiny are lost upon the sapient and hopeful editor of the *News*, declamations, *flagrante bello*, to the hot blood and prejudices of the times, can still excite attention and belief among a people who have lived through several of the most eventful years in the world's history, and have experienced every lesson which they have taught. Republicanism may be dying, but if so, she is dying with her cheeks aglow with the hues of health; her eyes beaming with the fires of a fresh and invincible spirit, and with all the other external shows that mock at death and decay.

Warm Climate.

Jacksonville is situated in latitude 42 degrees, 30 minutes, north, yet we have a very warm climate. During the week we have had several white frosts, but the grass and vegitation is still green and beautiful. We observed this morning in the flower gardens of Peter Britt, James T. Glenn, B. F. Dowell, and others, roses and plenty of other flowers in full bloom. The Sisters of Charity have plenty of grapes on their vines, and two apple trees full of good winter apples. The farmers have just commenced sowing their fall and winter wheat. We believe we have the most delightful climate on the continent. It is not as wet here as in the Willamette valley, during the winter; it is warmer in the summer, and the winters are always mild. We have resided here for sixteen years, and during that time the rivers and creeks in the valleys have never been frozen over. There has never been a winter cold enough to get ice, sufficient to fill an ice-house, without going in the mountains.

DEATH OF C. K. GARDNER.—The Washington correspondent of the *State Journal* says: "Gen. C. K. Gardner, ex-Surveyor General of Oregon, died at his residence in this city last Monday night, aged 83 years. In addition to having held the office above named he has been Adjutant General of the army Sixth Auditor of the Treasury, and Postmaster of Washington City."

FURTHER DECLINE OF GOLD.—Gold, in New York, on the 3d, inst. 122¾.

"Simon."

On the outside will be found an article which we take from the *Weekly Oregonian* of the 20th of Nov., over the unpretending *nom de plume* of "Simon," in which there is an attempt to make a false impression against the SENTINEL about not publishing a previous communication from his pen. The truth is we are always glad to get truthful communications from our friends on any item of news, and such articles have always found a place in the SENTINEL; but we have never knowingly published a falsehood, except for the purpose of contradicting it. This is the reason why "Simon's" communication of so much literary merit was excluded by the business manager. It lied on Mr. Fletcher and Mr. Reames both; and we notice as a significant fact, this scabby and anonymous expositor of popular sentiment, has left wholly out of his communication to the *Oregonian* even the name of Mr. Fletcher, whom he assailed in the article furnished the SENTINEL.

"Simon," knows very well that he lied in several very material portions of his communication to the SENTINEL, and while he studiously avoids their repetition in his last effusion, he blames us for not publishing a combination of lies and facts. It was not only the privilege but the duty of the managing agent to exclude from the columns of the SENTINEL the lies of "Simon."

This paper has always, under its present proprietor, been open to any candid and truthful statements of party abuses or official misconduct; but we will not knowingly make it an instrument for a malicious and irresponsible man to went his cowardly personal spleen against any one. Truth is more powerful than fiction.

We learn Mr. Fletcher served in the Union army, and that he has been here about a year. Personally we know but little about him, but Thomas G. Reames, Sheriff of this county, we have known for a long time; we know, he has plenty of personal political and official sins to answer for without making a falsehood the basis of an attack.

Correspondence.

KLAMATH AGENCY, OREGON, Nov. 29, 1869.

ED. SENTINEL.—Knowing that the people on your side of the mountains feel more or less interest in the success or failure of the Snake expedition, the object of which was to collect the scattered bands of Snake Indians onto the Klamath Reservation. I am glad to be able to communicate the following. I. D. Applegate and party reached Sprague River valley, on the 26th, ult., with 200 Indians, under Chief O'che-ho, and located them at Yianex, in the above valley, about 40 miles east of this place. They expressed themselves as pleased with their new home, and the indications are that, by judicious management they will be no further trouble. These Indians are known as the Warner band of Snakes, and include all the Indians in the Camp Warner and Goose Lake country.

Including the Silver and Summer Lake Snakes, headed by "Choctoot," that came in a year ago, and some 25 of the same band, brought onto the Reservation in the last few weeks, there are now in Sprague River Valley 300 wild Snakes.

At last accounts, Supt. Meacham was yet at Camp Harney, working energetically to increase the success of his expedition, though on account of the lateness of the season, and counter influences, he will probably succeed in bringing but few of the Harney Indians onto the Reservation this winter, but it is thought that he will be able to so prepare their minds, that he will be able to locate them all on this Reservation in the Spring.

All quiet here. Weather, generally fair in daytime; cold at night.

NEICUL.

Dangerous Weapon.

Sec. 532, page 532, of the Oregon Criminal Code, amended in 1866, now reads as follows: "If any person, being armed with a dangerous weapon, shall assault another with such weapon, such person, upon conviction thereof, shall be punished by imprisonment in the penitentiary not less than six months, nor more than ten years, or by imprisonment in the county jail not less than one month, nor more than one year, or by a fine not less than one hundred nor more than one thousand dollars.

RAILROAD IRON.—We learn that sufficient railroad iron has been purchased by Mr. Hollady to extend his road, in connection with that purchased heretofore, to Albany. In all probability the road will be completed to that point next year. The iron will be here early in the summer, so as to obviate the necessity of track laying in such weather as has lately been experienced.—*Oregonian.*

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, Souvie'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 m;
Arrive at Oakland next days 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, 28 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, Zion, Dallas, Bridgeport, Louisville, and Lackamute, 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 Nestoclin, 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,) Lenharis Prairie, (local,) and SixMines, (local,) to PortOrford, 120 miles and back, once a week.
Bidders to propose schedule of depart 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, Souvie'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 Wallulla, 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.,) Wal a Walla, Mitchell's Station, La Grand, Union, North Powder, Baker City, Auburn, Express Ranch, Weiser Ranch, Middleton, Emmetteville, 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;
Arrive 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, Waconda, 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, Summer House, (local,) Elk Creek, [local,] Nehalem, [local,] Miama Point, [local,] Chilches 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,) 93 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, 76 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 obligaton 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 agent 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 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 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 abridged. 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 collectors 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 mittakes 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 express or 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 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 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. CRESWEL,
Postmaster General.

oct30—6w

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