

# Bedford Gazette.



VOLUME 56.

Freedom of Thought and Opinion.

WHOLE NUMBER, 2888.

NEW SERIES.

BEDFORD, PA., FRIDAY MORNING, FEBRUARY 10, 1860.

VOL. 3, NO. 28.

## UNITED STATES MAILS.

### PENNSYLVANIA.

#### POST OFFICE DEPARTMENT.

WASHINGTON, December 10, 1859.  
Proposals will be received at the Contract Office of this Department until 3 p. m., of Saturday, March 31, 1860, for conveying the mails of the United States for four years, commencing July 1, 1860, and ending June 30, 1864, in the State of PENNSYLVANIA, on the routes and by the schedules of departures and arrivals herein specified.

Decisions announced by April 24, 1860.  
(Bidders will examine carefully the instructions annexed.)

2552 From Bedford, by Schellsburg, Mount Worth, Buckstown, Stoyestown, Jenner's Cross Roads, Laughlinsburg, Ligonier, and Youngstown, to Latrobe, 59 miles and back, three times a week.

Leave Bedford, Monday, Wednesday and Friday at 6 a m ;

Arrive at Latrobe in time to connect with mail for Pittsburg, say by 11 p m ;

Leave Latrobe Tuesday, Thursday, and Saturday, on arrival of mail from Pittsburg, say at 10 a m ;

Arrive at Bedford next days by 6 a m.

Proposals are invited for six-times-a-week service.

2553 From Bedford, by St. Clairsville, Sarah, East Freedom, Newry, and Duncanville to Hollidaysburg, 33 miles and back, six times a week.

Leave Bedford daily, except Sunday, at 6 a m ;

Arrive at Hollidaysburg by 4 p m ;

Leave Hollidaysburg daily, except Sunday, at 10 a m ;

Arrive at Bedford by 8 p m.

2554 From Bedford, by Cumberland Valley, to Cumberland, Md., 30 miles and back, three times a week.

Leave Bedford Tuesday, Thursday, and Saturday, at 8 a m ;

Arrive at Cumberland by 6 p m ;

Leave Cumberland Monday, Wednesday, and Friday at 8 a m ;

Arrive at Bedford by 6 p m ;

Proposals are invited for six-times-a-week service.

2555 From Bedford, by Charlestown and Rainburg, to Ellensburg, 22 miles and back, twice a week.

Leave Bedford Tuesday and Saturday at 8 a m ;

Arrive at Ellensburg by 5 p m ;

Leave Ellensburg Monday and Friday at 8 a m ;

Arrive at Bedford by 5 p m ;

2556 From Somerset, by Bedford's Store, Stoyestown, and Davidsville, to Johnstown, 29 miles and back, six times a week.

Leave Somerset daily, except Sunday, at 7 a m ;

Arrive at Johnstown by 3 p m ;

Leave Johnstown daily, except Sunday, at 7 a m ;

Arrive at Somerset by 3 p m.

2557 From Blairsville Intersection with Pennsylvania railroad, by Blairsville, Black Lick Station, and Philip's Mill, to Indiana, 18 miles and back, daily, by railroad.

Leave Blairsville Intersection daily at 10.50 a m ;

Arrive at Indiana by 11.30 p m ;

Leave Indiana daily at 6.25 a m ;

Arrive at Blairsville Intersection by 8 a m ;

2558 From Ligonier, by Hillview, to West Fairfield, 11 miles and back once a week.

Leave Ligonier Saturday at 8 a m ;

Arrive at West Fairfield by 11 a m ;

Leave West Fairfield, Saturday at 1 p m ;

Arrive at Ligonier by 4 p m.

2559 From Ligonier, by Stahlstown, to Donegal, 15 miles and back, once a week.

Leave Ligonier Friday at 8 a m ;

Arrive at Donegal by 12 m ;

Leave Donegal Friday at 1 p m ;

Arrive at Ligonier by 5 p m.

2560 From Cumberland by Barrallville, Wellesburg, Wittenburg, Berlin, Somerset, Lavansville, Bakersville, Jones' Mills, Donegal, Laureville, Mount Pleasant, and Weaver's Old Stand, to Greensburg, 78 miles and back, three times a week.

Leave Cumberland Monday, Wednesday, and Friday, at 7 a m ;

Arrive at Greensburg next days by 12 m ;

End, Dry Ridge, and Mann's Choice, to Bedford, 38 miles and back, twice a week.

Leave Somerset Tuesday and Saturday, at 6 a m ;

Arrive at Bedford by 6 p m ;

Leave Bedford Monday and Friday at 6 a m ;

Arrive at Somerset by 6 p m.

Proposals are invited for three-times-a-week service.

2565 From Somerset by Gebhart's, New Lexington, Turkey Foot, and Harnedsville, to Addison, 26 miles and back, once a week.

Leave Somerset Wednesday at 8 a m ;

Arrive at Addison by 3 p m ;

Leave Addison Thursday at 7 a m ;

Arrive at Somerset by 4 p m.

2566 From Mount Pleasant, by Pennsville, Concessville, and Dunbar, to Uniontown, 21 miles and back, three times a week.

Leave Mount Pleasant Tuesday, Thursday, and Saturday, at 9 a m ;

Arrive at Uniontown by 2 p m ;

Leave Uniontown Monday, Wednesday, and Friday, at 8 a m ;

Arrive at Mount Pleasant by 3 p m.

Proposals for six-times-a-week service are invited.

2567 From Concessville, by Elm, New Lexington, and Gebhart's to Berlin, 38 miles and back, once a week.

Leave Concessville Saturday at 6 a m ;

Arrive at Berlin by 7 p m ;

Leave Berlin Friday at 6 a m ;

Arrive at Concessville by 7 p m.

2568 From Washington, by Cliskey, Dunningville, Ginger Hill, Moonzabella City, Gamble's, West Newton, Mendon, and McKean's Old Stand, to Mount Pleasant, 44 miles and back, six times a week.

Leave Washington daily, except Sunday, at 7 a m ;

Arrive at Mount Pleasant by 7 p m ;

Leave Mount Pleasant daily, except Sunday, at 6 a m ;

Arrive at Washington by 6 p m.

2569 From Washington, by Buffalo, West Middleton, Independence, and Fowler's to Wellsburg, 25 miles and back twice a week.

Leave Washington Monday and Friday at 6 a m ;

Arrive at Wellsburg by 12 m ;

Leave Wellsburg Tuesday and Saturday, at 1 p m ;

Arrive at Washington by 7 p m.

Proposals for three-times-a-week service are invited.

2570 From Washington, by Woodrow, Cross Creek Village, Eldersville, and Cherry Hill, to Steubenville, 30 miles and back, once a week.

Leave Washington Friday at 6 a m ;

Arrive at Steubenville by 4 p m ;

Leave Steubenville Saturday at 6 a m ;

Arrive at Washington by 4 p m.

2571 From Washington, Van Buren, Prosperity, and Lindley's Mills, to Waynesburg, 23 miles and back, three times a week.

Leave Washington Tuesday, Thursday, and Saturday at 1 p m ;

Arrive at Waynesburg by 7 p m ;

Leave Waynesburg Monday, Wednesday, and Friday at 6 a m ;

Arrive at Washington by 12 m.

2572 From Washington, by Locust Hill, Hickory, Cherry Valley, Burgettstown, Florence, Frankfort Springs, and Kendall, to Hooktown, 37 miles and back, twice a week.

Leave Washington Monday and Thursday at 6 a m ;

Arrive at Hooktown by 6 p m ;

Leave Hooktown Tuesday and Friday at 6 a m ;

Arrive at Washington by 6 p m.

2573 From Smith's Ferry to Ohioville, 3 miles and back, twice a week.

Leave Smith's Ferry Wednesday and Saturday at 10 a m ;

Arrive at Ohioville by 11 a m ;

Leave Ohioville Wednesday and Saturday at 11 m ;

2574 From Smith's Ferry by 1 p m.

2575 From McKean's Old Stand, by New Stanton, Vatt's Mills, Madison, and Fulton, to Tinker Run, 22 miles and back, three times a week.

Leave McKean's Old Stand Tuesday, Thursday, and Saturday at 6 a m ;

Arrive at Tinker Run by 12 m ;

Leave Tinker Run Tuesday, Thursday, and Saturday at 9 p m.

2576 From Sarta, by Lindley's Mills and Amity, (Ten Mile, 12 miles and back, twice a wk.

Leave Sarta Tuesday and Saturday at 8 a m ;

Arrive at Ten Mile by 12 m ;

Leave Ten Mile Thursday and Saturday at 2 m ;

Arrive at Sarta by 6 p m.

2577 From Brownsville, by Fredericktown, Millsboro, Clarksville, and Jefferson, to Waynesburg, 24 miles and back, three times a week.

Leave Brownsville Monday, Wednesday, and Friday at 9 a m ;

Arrive at Waynesburg by 6 p m ;

Leave Waynesburg Tuesday, Thursday, and Saturday at 6 a m ;

Arrive at Brownsville by 3 p m.

2578 From Brownsville, by Red Stone, Perryopolis, Flatwoods, East Liberty, and Upper Middletown, to Uniontown, 25 miles and back, twice a week.

Leave Brownsville Tuesday and Friday at 7 a m ;

Arrive at Uniontown by 3 p m ;

Leave Uniontown Wednesday and Saturday at 7 a m ;

Arrive at Brownsville by 3 p m.

2579 From Brownsville, by Merrittstown and New Salem, to Uniontown, 14 miles and back, twice a week.

Leave Brownsville Tuesday and Friday at 4 p m ;

Arrive at Uniontown by 8 p m ;

Leave Uniontown Tuesday and Friday at 7 a m ;

Arrive at Brownsville by 11 a m.

Proposals for three-times-a-week service are invited.

2580 From Willow Tree, by Davistown, Mount Morris, and Pentress, to Blacksville, 19 miles and back, once a week.

Leave Willow Tree Thursday at 6 a m ;

Arrive at Blacksville by 12 m ;

Leave Blacksville Thursday at 1 p m ;

Arrive at Willow Tree by 6 p m.

2581 From Uniontown, by High House, McClellandtown, Massontown, Carmichael's and Rice's Landing, to Jefferson, 31 miles and back, once a week.

Leave Uniontown Tuesday at 8 a m ;

Arrive at Jefferson by 5 p m ;

Leave Jefferson Monday at 6 a m ;

Arrive at Uniontown by 3 p m.

2582 From Uniontown, by McClellandtown, Massontown, Greensboro, Mapletown, Willow Tree, and Whitley, to Carmichael's, 33 miles and back, once a week.

Leave Uniontown Friday at 6 a m ;

Arrive at Carmichael's by 6 p m ;

Leave Carmichael's Thursday at 6 a m ;

Arrive at Uniontown by 6 p m.

2583 From Smithfield, by Repper's Cross Roads, New Geneva, and Greensboro, to Mapletown, 9 miles and back, three times a week.

Leave Smithfield Monday, Wednesday, and Friday at 1 p m ;

Arrive at Mapletown by 3 p m ;

Leave Mapletown Monday, Wednesday, and Friday at 4 p m ;

Arrive at Smithfield by 6 p m.

2584 From Waynesburg, by Day's Store, Simpson's, West Finley, and Dallas, Va., to West Alexander, Pa., 40 miles and back twice a week.

Leave Waynesburg Tuesday and Saturday at 7 a m ;

Arrive at West Alexander by 7 p m ;

Leave West Alexander Monday and Friday at 7 a m ;

Arrive at Waynesburg by 7 p m.

Proposals for three-times-a-week service are invited.

2592 From Gledonia to Karthous, 27 miles and back, once a week.

Leave Gledonia Monday at 7 a m ;

Arrive at Karthous by 7 p m ;

Leave Karthous Tuesday at 7 a m ;

Arrive at Gledonia by 7 p m ;

2593 From Bellefonte, by Walker, Mountain Eagle, Howard, and Beech Creek, to Lochliven, 27 miles and back, three times a week.

Leave Bellefonte Monday, Wednesday, and Friday at 8 a m ;

Arrive at Loch Liven by 4 p m ;

Leave Loch Liven Tuesday, Thursday, and Saturday at 6 a m ;

Arrive at Bellefonte by 2 p m.

2594 From Bellefonte by Bonner and Farm School, to Pine Grove Mills, 16 miles and back, three times a week.

Leave Bellefonte Monday, Wednesday, and Friday at 4 p m ;

Arrive at Pine Grove Mills by 8 a m ;

Leave Pine Grove Mills Tuesday, Thursday, and Saturday at 2 p m ;

Arrive at Bellefonte by 6 p m.

INSTRUCTIONS.

Containing conditions to be incorporated in the contracts to the extent the department may deem proper.

1. When routes are allowed to each intermediate office, when not otherwise specified, for ascertaining the mails, but on railroad and steamboat routes there is to be no more delay than is sufficient for an exchange of the mail bags.

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, except 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 are to be conveyed without charge, and for their exclusive use, while traveling with the mails, a commodious car, or apartment, is to be provided, suitably furnished, warmed, and adapted to the convenient separation and due security of the mails, to be provided by the contractor, under the direction of the department.

4. Railroad and steamboat companies are required to take the mail from and deliver it into the post offices at the commencement and end of their routes, and to send from all offices not more than eighty rods from a station or landing. Proposals may be submitted for the performance of all other side services that is for officers over eighty rods from a station or landing.

5. Receipts will be required for mail bags conveyed in charge of persons employed by railroad companies. There will also be "way bills" prepared by postmasters, or other agents of the department, to accompany the mails, specifying the number and weight of the mail, and the names of the carriers, and the several postmasters, to insure regularity in the delivery of mail bags.

6. 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 may be deducted from the contractor's pay, or he may be liable for the cost of the trip, or he may be liable for the cost of the trip, or he may be liable for the cost of the trip.

7. 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 the delivery of the mail, or for delivering it into a post office, for suffering it to be wet, 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.

8. 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; or for refusing to discharge a carrier when required by the department to do so; for running an express as aforesaid; or for transporting persons, packages, conveying mail matter out of the mail.

9. The Postmaster General may order an increase of service on a route by allowing there a pro rata increase on the contract pay. He may change schedules of the additional stock carriers, in all cases, and particularly to make them conform to the connections with railroads, without increase of pay, provided the running time be not abridged. 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 carriers, in all cases, and particularly to make them conform to the connections with railroads, without increase of pay, provided the running time be not abridged. 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 carriers, in all cases, and particularly to make them conform to the connections with railroads, without increase of pay, provided the running time be not abridged.

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 be 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 misapprehensions as to the degree of service; 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. A bid received after the last day and hour named, without the guaranty required by law and a certificate as to the sufficiency of such guaranty, cannot be considered in competition with a regular proposal reasonable in amount.

12. Bidders should first propose for service strictly according to the advertisement, and then, if they desire, separately for different services; 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 (pro-

posing one sum for two or more routes) are forbidden by law, and cannot be considered.

14. The route, the services, 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 form of proposal furnished by the department, to write out in full the sum of their bids, and to retain copies of them.

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

17. Each bid must be guaranteed by two responsible persons.

18. General guaranties cannot be admitted. The bid and guaranty should be signed plainly with the full name of each person.

19. 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.

20. The bid should be sealed, supercribed "Mail Proposals, State of Pennsylvania," addressed, "Sec. and 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.

21. The contracts are to be executed and returned to the department by or before the 1st day of August, 1860; but the service must be commenced on the 1st of July preceding, or on the next day next after that date, whether the contracts be executed or not. No proposition to transfer will be considered until the contracts are executed and received at the department; and then no transfer will be allowed unless good and sufficient reasons therefor are given, to be determined by the department.

22. Present contractors, and persons known to be connected with the department, shall be required to become one of the sureties on the new contract.

23. Postmasters at offices on or near railroads, but more than eighty rods from a station, will, immediately after the 31st of March, 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.

24. Section eighteen of an act of Congress approved March 3, 1855, provides that contracts for the transportation of the mail shall be let "in every case to the lowest bidder tendering sufficient guaranties for faithful performance, without other reference to the mode of such transportation."

25. Under this law bids that propose to transport mail with "velocity, certainty, and security," have been decided to be the only legal bids, and are construed as providing for the entire mail, however large, and whatever may be the mode of conveyance necessary to insure its "velocity, certainty and security," and will have the preference over all others.

26. 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 a regular competition, after the last hour set for receiving bids. Making a new bid, with guaranties and certificate, has been decided to be the only legal way to modify a previous bid.

27. Postmasters are to be careful not to certify the sufficiency of guaranties or sureties without responsibility; and 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.

28. Present contractors, and persons known at the department, must, equally with others, procure guaranties and certificates of their sufficiency substantially in the forms above prescribed. The certificates of sufficiency must be signed by a postmaster or by a judge of a court of record. No other certificates will be admitted.

J. HOLT,  
Postmaster General.

Feb. 3, 1860.

A beautiful incident.

Some months ago an amiable, beautiful and accomplished lady, the mother of three bright, interesting children, and the wife of a highly esteemed citizen, died rather suddenly and under peculiar and trying circumstances. Her death was universally lamented, and her afflicted family had the deepest sympathies of the whole community. Among her children was a little angelic girl about five years old.

A lovely being, scarcely formed or moulded, a rose with all its sweetest leaves yet folded.

The child often seemed to be thinking of her absent mother and frequently spoke of her, but she had not been more thoughtful or melancholy than many other children under similar circumstances. On a pleasant, balmy evening just after the sun had set, the child with several other members of the family, including the father, were on the piazza of the house enjoying the pleasant atmosphere, when the child was observed to be steadily gazing upwards, with her eyes riveted upon some object which seemed to absorb her whole soul. She continued in this posture for several moments when she clasped her hands gleefully, jumped upon the porch bench in ecstasy of delight, and cried out, "O! papa, papa! there's my mother! there's my mother! O! my dear, beautiful mother, do come home and live with us again!" The father with a melting heart spoke gently to the child and attempted to withdraw her attention; and told her that she was mistaken, her mother was not there. But the child continued to clap her hands joyfully, for some minutes, and declared it was her mother, she saw her "there there! there!" pointing with her tiny finger—"I see her eyes!" All present were struck with amazement and awe, and none doubted that the spiritual little girl had really communed with her mother.—*Pennsylvanians News.*

Liberty and Union.

"When my eyes shall be turned to behold for the last time the glorious sun in Heaven,