

IN TRANSPORTATION.

JOHN CHURCH QUARTERMASTER,
Department of Texas,
ANTEROID, TEXAS, January 16, 1873.
LIED PROPOSALS, in triplicate
will be received at this office until 11
A.M., Wednesday the 21st day of
January, 1873, for the transportation of
Army, Indian and Government supplies
during the year commencing July 1st,
1873, and ending June 30th, 1874, on the following routes, viz:

Route No. 1, wagon transportation from
Denison terminus of the Missouri, Kansas
and Texas Railway, in Texas, to Fort Rile-
y, Kansas, distance about 100 miles.

Fort Griffin, Texas, distance about 174
miles.

Route No. 2, wagon transportation from
Austin, Texas, on the Texas Central Rail-
way, to Fort Richardson, Texas, distance
about 90 miles.

Fort Davis, Texas, distance about 174
miles.

Route No. 3, wagon transportation from

Austin, Texas, on the Texas Central Rail-

way, to San Antonio, distance about 80
miles.

Fort Concho, " " " 300

miles.

Route No. 4, wagon transportation from

Austin, Texas, on the Texas Central Rail-

way, to San Antonio, distance about 80
miles.

Fort McKavett, Texas, distance about 175
miles.

Route No. 5, wagon transportation from

Victoria, Texas, to San Antonio, Texas,

distance 100 miles, (or from the terminus

of the Gulf, Western, Texas and Pacific

Railway, or from such other points, said

Railway as the Q. M. Dept. shall name.)

From San Antonio, Texas, to

Fort McIntosh, Tex., dist. about 165 miles;

Duncans, " " " 155 "

Clark, " " " 136 "

McKavett, " " " 175 "

Coppie, " " " 215 "

Stockton, " " " 294 "

Lewis, " " " 546 "

Quintana, " " " 675 "

Bisby, " " " 756 "

Route No. 6, wagon transportation from

Rio Grande Barracks, Texas, to Fort McIn-

tock, Texas, distance about 120 miles.

First water transportation route for

Military Stores and Supplies:

From New Orleans, La., to Galveston,

Texas, or return.

From New Orleans, La., to Indianola,

Texas, or return.

From New Orleans, La., to Brazos Ran-

chase, Texas, or return.

From Galveston, Texas, to Indianola,

Texas, or return.

From Galveston, Texas, to Brazos Ran-

chase, or return.

And for cabin passage for officers, and

deck passage for enlisted men, from and to the above named points or return.

Rate for Stores and Supplies per 100

lbs., for whole distance between points

named, to be given.

Second Water Transportation route for

Military Stores and Supplies:

From wharf or warehouse at Brownsville

Santiago, Texas, to Fort Brown, Texas.

From Fort Brown, Texas, to Ringgold

Barracks, Texas, and for cabin passage for

officers and deck passage for enlisted men

from and to above named point or return.

Rate for Stores and Supplies per 100

lbs., for whole distance between points

named, to be given.

First route for Military Stores and Sup-

plies, by railway transportation, from

ship-tackle at Galveston, Texas, to At-

lanta, Texas, or return.

Dallas, Texas, or return.

From Dallas, Texas, by Rail, to Galveston,

Texas, or return.

Rate per 100 pounds for the whole dis-

tance between the points named, to be given.

Second route for Military Stores and Sup-

plies, by railway transportation, from

ship-tackle at Indianola, Texas, to Vi-

cetown, Texas, or the terminus of the Gulf,

Steam Boats, Dredges, Dredge Boats, pass-

ing down for the entire distance between

Galveston and Victoria and rates payable

for the additional distance by rail, the

rate to be agreed upon.

Third route for Military Stores and Sup-

plies, by railway transportation, from

ship-tackle at Galveston, Texas, to At-

lanta, Texas, or return.

Rate per 100 pounds for the whole dis-

tance between the points named, to be given.

Fourth route for Military Stores and Sup-

plies, by railway transportation, from

ship-tackle at Galveston, Texas, to At-

lanta, Texas, or return.

Rate per 100 pounds for the whole dis-

tance between the points named, to be given.

Fifth route for Military Stores and Sup-

plies, by railway transportation, from

ship-tackle at Galveston, Texas, to At-

lanta, Texas, or return.

Rate per 100 pounds for the whole dis-

tance between the points named, to be given.

Sixth route for Military Stores and Sup-

plies, by railway transportation, from

ship-tackle at Galveston, Texas, to At-

lanta, Texas, or return.

Rate per 100 pounds for the whole dis-

tance between the points named, to be given.

Seventh route for Military Stores and Sup-

plies, by railway transportation, from

ship-tackle at Galveston, Texas, to At-

lanta, Texas, or return.

Rate per 100 pounds for the whole dis-

tance between the points named, to be given.

Eighth route for Military Stores and Sup-

plies, by railway transportation, from

ship-tackle at Galveston, Texas, to At-

lanta, Texas, or return.

Rate per 100 pounds for the whole dis-

tance between the points named, to be given.

Ninth route for Military Stores and Sup-

plies, by railway transportation, from

ship-tackle at Galveston, Texas, to At-

lanta, Texas, or return.

Rate per 100 pounds for the whole dis-

tance between the points named, to be given.

Tenth route for Military Stores and Sup-

plies, by railway transportation, from

ship-tackle at Galveston, Texas, to At-

lanta, Texas, or return.

Rate per 100 pounds for the whole dis-

tance between the points named, to be given.

Eleventh route for Military Stores and Sup-

plies, by railway transportation, from

ship-tackle at Galveston, Texas, to At-

lanta, Texas, or return.

Rate per 100 pounds for the whole dis-

tance between the points named, to be given.

Twelfth route for Military Stores and Sup-

plies, by railway transportation, from

ship-tackle at Galveston, Texas, to At-

lanta, Texas, or return.

Rate per 100 pounds for the whole dis-

tance between the points named, to be given.

Thirteenth route for Military Stores and Sup-

plies, by railway transportation, from

ship-tackle at Galveston, Texas, to At-

lanta, Texas, or return.

Rate per 100 pounds for the whole dis-

tance between the points named, to be given.

Fourteenth route for Military Stores and Sup-

plies, by railway transportation, from

ship-tackle at Galveston, Texas, to At-

lanta, Texas, or return.

Rate per 100 pounds for the whole dis-

tance between the points named, to be given.

Fifteenth route for Military Stores and Sup-

plies, by railway transportation, from

ship-tackle at Galveston, Texas, to At-

lanta, Texas, or return.

Rate per 100 pounds for the whole dis-

tance between the points named, to be given.

Sixteenth route for Military Stores and Sup-

plies, by railway transportation, from

ship-tackle at Galveston, Texas, to At-

lanta, Texas, or return.

Rate per 100 pounds for the whole dis-

tance between the points named, to be given.

Seventeenth route for Military Stores and Sup-

plies, by railway transportation, from

ship-tackle at Galveston, Texas, to At-

lanta, Texas, or return.

Rate per 100 pounds for the whole dis-

tance between the points named, to be given.

Eighteenth route for Military Stores and Sup-

plies, by railway transportation, from

ship-tackle at Galveston, Texas, to At-

lanta, Texas, or return.

Rate per 100 pounds for the whole dis-

tance between the points named, to be given.

Nineteenth route for Military Stores and Sup-

TEXAS.

From Houston by Aransas to Sandy Point, 28 miles and back, once a week.
Leave Houston Monday at 7 a.m.;
Arrive at Sandy Point by 4 p.m.;
Leave Sandy Point Tuesday at 7 a.m.;
Arrive at Houston by 4 p.m. twice weekly.

From Rockport by Lemoine St. Mary's, 30 miles and back, twice a week.
Leave Rockport Tuesday and Friday at 6 a.m.;
Arrive at St. Mary's by 5 p.m.;
Leave St. Mary's Wednesday and Saturday at 5 a.m.;
Arrive at Rockport by 6 p.m.

From Lexington by Prospect and Caldwell to Bryan, 47 miles and back, twice a week.
Leave Lexington Tuesday and Friday at 6 a.m.;
Arrive at Bryan by 9 a.m.;
Leave Bryan Wednesday and Saturday at 5 a.m.;
Arrive at Lexington by 2 p.m.

From Brenham by Samsonville, Tevira, Bellerville, Mitchell, San Felipe, Pittsfield and Cleveland to Richmond, 75 miles and back, twice a week.
Leave Brenham Tuesday and Friday at 7 a.m.;
Arrive at Richmond next day by 6 p.m. but bring loads and spend night there.
Leave Richmond Tuesday and Friday at 7 a.m.;
Arrive at Brenham next day by 6 p.m. but bring loads and stay over night.

From Brenham by Independence and Washington to Navasota, 30 miles and back, three times a week.
Leave Brenham Monday, Wednesday and Friday at 7 a.m.;
Arrive at Navasota by 5 p.m.;
Leave Navasota Tuesday, Thursday and Saturday at 7 a.m.;
Arrive at Brenham by 4 p.m.

From Navasota by Wallace and Prairieville to Montgomery, 30 miles and back, twice a week.
Leave Navasota Tuesday and Friday at 7 a.m.;
Arrive at Montgomery by 5 p.m.;
Leave at Montgomery Wednesday and Saturday at 7 a.m.;
Arrive at Navasota by 4 p.m.

From Anderson by Reddies to Madisonville, 30 miles and back, once a week.
Leave Anderson Tuesday at 7 a.m.;
Arrive at Madisonville by 5 p.m.;
Leave Madisonville Wednesday at 7 a.m.;
Arrive at Anderson by 5 p.m.

From Wimberley by Orville and Cedar Hill to Johnson's Station, 30 miles and back, twice a week.
Leave Wimberley Monday and Thursday at 7 a.m.;
Arrive at Johnson's Station by 5 p.m.;
Johnson invited to eat at Cedar Hill before or after his day.

From San Antonio by Atascosa to Fredericksburg, 30 miles and back, once a week.
Leave San Antonio Tuesday at 7 a.m.;
Arrive at Fredericksburg next day by 5 p.m.;
Leave Fredericksburg Thursday at 7 a.m.;
Arrive at San Antonio next day by 5 p.m. gettling home in time.

From Sherman by Little Mineral, Rockerville, Cedar Mills and Dalsware Bend, 30 miles, returning by Dallas, Paris to Sherman, 30 miles, once a week.
Leave Sherman Monday at 6 a.m.;
Arrive by Dallas-Waco road next day by 5 p.m.;
Leave Sherman road Tuesday at 6 p.m.;
Arrive at Sherman next day by 12 m., same rd. less spending time on it.

From Houston to Bayou and back, once a week.
Bidders will make estimates and propose estimates of departure and arrival.

From Houston to Liberty, 40 miles and back, once a week.
Leave Houston Monday at 7 a.m.;
Arrive at Liberty next day by 12 m.;
Leave Liberty Tuesday at 1 p.m.;
Arrive at Houston next day by 6 p.m.

From Houston to Abilene, 30 miles and back, once a week.
Leave Houston Monday at 7 a.m.;
Arrive at Abilene next day by 12 m.;
Leave Abilene Tuesday at 1 p.m.;
Arrive at Houston next day by 6 p.m.

From Houston to San Augustine, 30 miles and back, once a week.
Leave Houston Monday at 7 a.m.;
Arrive at San Augustine fourth day by 5 p.m.;
Leave San Augustine Monday at 6 a.m.;
Arrive at Elizabethtown, May 10 by 6 p.m.

From Houston to Livingston, 30 miles and back, once a week.
Leave Houston Monday at 7 a.m.;
Arrive at Livingston next day by 12 m.;
Leave Livingston Tuesday at 1 p.m.;
Arrive at Houston next day by 6 p.m.

From Livingston to Bellville to Sanger, 24 miles and back, once a week.
Leave Livingston Friday at 9 a.m.;
Arrive at Sanger by 5 p.m.;
Leave Sanger Saturday at 8 a.m.;
Arrive at Livingston by 5 p.m. return.
Leave Livingston Sunday at 1 p.m.;
Arrive at Bellville next day by 6 a.m.;
Leave Bellville Monday at 7 a.m.;
Arrive at Livingston next day by 6 p.m.

to arrive in contract time; or for failing to take the mail from, or deposit it in, a post office, for entering it into a vehicle, injured, destroyed, robbed, or lost; and for refusing, after demand, to convey the mail as frequently as the tractor runs, or is concerned in running, a coach or car steamboat on a route.

7. The Postmaster General may cancel 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 non-existing, mailable matter out of the mail.

8. The Postmaster General may increase the service on a route by ordering 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 in 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 discontinued, and a *pro rata* compensation for the amount of service retained and continued.

9. Payments will be made by collections from, or drafts on, postmasters or otherwise, after the expiration of each quarter, in November, February, May, and August, provided that required evidence of service has been received.

10. The distances given are believed to be substantially correct, 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 hills, roads, streams, etc., and all toll-bridges, turnpikes, plank roads, 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 causing or 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 3, 1873), for bids received after that time will not be considered in competition with bids, 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, and the oath of the bidder according to section 246, act of June 8, 1872.

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") cannot be considered.

14. The route, the service, the yearly pay, the name and residence of the bidder (that includes usual post office address), and the name of each member of a firm, where a company offers, should be distinctly stated.

15. Bidders are required 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.

16. Altered bids should not be submitted, nor should bids once submitted be withdrawn. No withdrawal of bidder or guarantor will be allowed unless the withdrawal is received twenty-four hours previous to the time fixed for opening the proposals.

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

The Postmaster General reserves the right to reject any bid which may be deemed extravagant, and also to disregard the bids of failing contractors and bidders registered June 8, 1872 (Section 249).

16. The bid should be sealed, unperforated "Mail Proposals, State of Texas," addressed "Second Assistant Postmaster General, Contract Office" and sent by mail, not by or to an agent. Bids of \$10,000 per annum and upward must be accompanied by a certified check or draft on some solvent national bank, equal to 5 per cent. of the amount. (See law of Congress of June 8, 1872.)

17. The contracts are to be executed and returned to the Department by or before the 1st day of June, 1873, otherwise the accepted bidder will be considered as having failed, and the Postmaster General may propose to contract for the service with other parties, according to law.

Transfers of contracts, or of interest in contracts, acknowledged by law, will consequently not be allowed. Neither can bids, or interest in bids, be transferred or assigned to other parties. Bidders will therefore take notice that they will be expected to perform the service awarded to them through the whole contract term.

18. Section 249 of the act of June 8, 1872, prescribing the contracts for the transportation of the mail, shall be "awarded to the lowest bidder tendering sufficient guarantees for faithful performance, without other reference to the mode of such transportation than may be necessary to provide for the due certainty, certainty, and security thereof." Under this law bids that propose to transport the mail with "celerity, certainty, and security," having been declared 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 to be accepted for establishing routes.

19. A modification of post offices, with essential terms in the same, 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.

20. Postmasters are to be careful not to certify to the sufficiency of guarantors without knowing that they are persons of sufficient responsibility. (See section 247, act of June 8, 1872.) They must not sign the certificate until the sum of the bid is inserted, and the bid and guarantee are signed by the bidder and two guarantors. Disregard of this instruction by postmasters will subject them to immediate removal, and to severe penalties.

Postmasters are also liable to dismissal from office for acting as agents of contractors, bidders, with or without compensation, in any business, matter, or thing, relating to the mail service. They are the sole agents of the Department, and cannot be guilty in both capacities.

21. All bidders, guarantors, and contractors are distinctly warned that a failure to enter into or perform the contract for the service proposed to be the accepted bids, their legal liability will be enforced against them.

22. Present contractors, and persons known to the Department, must enter with others, procure guarantees and certificates of their sufficiency substantially in the forms above prescribed. The certificate of sufficiency must be signed by a postmaster.

This block contains a scan of a historical newspaper page from the San Antonio Daily Times, dated March 1869. The page is filled with dense, handwritten-style text in black ink on a light background. It features several large, bold headings for advertisements, such as "AMBULANCES", "J. H. KAMPMANN ARCHITECT & BUILDER", and "VINECAR BITTERS". There are also smaller columns of text, likely news articles or classified ads. The paper shows signs of age, including creases and discoloration.