

# Santa Fe Weekly Gazette.

VOLUME III.

SANTA FE, NEW MEXICO, JANUARY 21, 1854.

NUMBER 32

## Santa Fe Weekly Gazette

### TERMS.

WEEKLY—\$2 30 a year, payable invariably in advance; single copies 12 1-2 cents. Advertisements, \$1.00 per square of ten lines for the first insertion, and 50cts. for every subsequent insertion.

### PROSPECTUS

#### SANTA FE WEEKLY GAZETTE.

THE SANTA FE WEEKLY GAZETTE, an English and Spanish newspaper, is published every Saturday, in the city of Santa Fe, Territory of New Mexico. In politics it will aim to be a sound democratic Journal; but in addition, it will be devoted to General Literature, and the current news of the day, and no pains will be spared to fill its columns with interesting matter. Particular attention will be paid to such information as will be useful and important to the people of the Territory, to a development of the agricultural, mineral and other resources of the country. The latest news from the United States will always be found in its columns, together with the most interesting items from other parts of the world. To the native population of the Territory, such a paper will be invaluable, as it will be, in a great measure, the only channel through which they will be able to obtain information from other parts of the Union.

To the people of the States, this paper cannot fail to be of deep interest, and will give them the only correct account of this far off and growing Territory, they can possibly obtain; and we shall be careful always to have the latest news from our distant readers. New Mexico, heretofore, has been almost an unknown land, but if our friends in the States will subscribe for the "Gazette," they will soon become as well acquainted with it, as any other portion of our country. This is the opening of a new year, and there could not be a better time to subscribe. Terms only \$2 30 per annum; and advertising and job work done at the lowest possible price.

W. W. H. DAVIS,

Santa Fe, N. M., Jan. 2, 1854.

### LEGAL NOTICE.

W. W. H. DAVIS,

(DISTRICT ATTORNEY OF THE UNITED STATES FOR NEW MEXICO.)

ATTORNEY AND COUNSELLOR AT LAW,

SANTA FE, NEW MEXICO,

Will practice in all the courts of the Territory.

Office in the same room occupied by the Secretary of the Territory.

### REFERENCES.

Hon. C. Cushing, Att. Gen. U. S.  
Hon. Geo. M. Dallas, Philada.  
Hon. R. Brodhead, U. S. Senate,  
Hon. Simon Cameron, Penna.  
Hon. R. Patterson, Philada.  
Col. Thomas J. Whipple, New York.  
Haddock, Reed & Co., Philada.  
James, Kent & Santee,  
Wood, Bacon & Co., "

### MONTEZUMA HALL.

THE undersigned desires to inform her friends and the public, that she has now moved her establishment to the building on the plaza known as the Montezuma Hall, where she will always keep on hand the best kind of liquors and wines. Attached to the Hall is a fine stable always well supplied with forage.

CAROLINE STEIN.

Santa Fe, Jan. 7, 1854.—3m

### NOTICE.

WE WOULD most respectfully inform our friends and the public, that we have taken the house of the late Jno. Patten in Albuquerque, and completely fitted the same as a Hotel. Our friends will always find us on hand. No pains shall be spared to render all who may give us a call comfortable and well provided for. Attached to the house are corals and stables. At all times we shall have an abundance of forage. Our tables and bar will be well filled with the best the country affords.

Terms cash. BRANFORD & JEANNERET.  
Santa Fe, Oct. 15, 1853.—1f

### SOUTHERN MAIL.

#### WINTER ARRANGEMENT.

THE southern mail via El Paso to San Antonio, Texas, leaves Santa Fe on the 15th of each month, arrives at El Paso in from six to eight days, and reaches San Antonio on the 14th of the next month. Returning, leaves San Antonio on the 15th of the same, arrives at El Paso in from 14 to 18 days, and reaches Santa Fe on the 14th of the next month, making the trip through in from 25 to 29 days, winter and summer. The Contractor has spared no expense in placing upon this route speedy carriages, the best adapted for the convenience as well as comfort of passengers. Persons going by, or coming from the States will find this a very pleasant route, particularly during the winter months, as it is entirely free from the intense cold and heavy snows that so frequently obstruct the eastern mail route to Independence.

#### RATES OF FARE.

\$125 00 through from Santa Fe to San Antonio.  
30 00 from Santa Fe to El Paso.  
Passengers allowed 40lbs baggage.

HEAVY SKILLMAN.

N.B. Passengers not required to stand guard.

Santa Fe, Oct. 7, 1853.—1f

THE undersigned begs leave to inform his friends and the public generally, that he is prepared to do all kinds of cabinet and carpenter's work on the most reasonable terms. Shop, two doors above the store of Jesus Loya.

Santa Fe, May 7, 1853.—y JAMES H. CLIFT.

## D. V. WHITEHEAD,

COMMISSIONER OF DEEDS,

Poughkeepsie,

Connecticut,

New Hampshire.

Santa Fe, Jan. 1, 1854.—1f.

### GRAHAM'S MAGAZINE.

NEW VOLUME.

THE YEAR is drawing to a close. But two numbers are yet to be issued of the volume of "GRAHAM" for 1853, when 1854 will be upon us. The "Magazine" year is necessarily anticipated, and is not reckoned by the ordinary rules. The January number must be manufactured in November, and complete copies as sample numbers for agents should be ready by the first of December, for with the first of that month all contracts for the year are filled, and the renewal of clubs and single subscribers commences.

In announcing less readiness to receive orders for the new volume, the editor does not know that he has any very brilliant ideas to hold out in large capitals to dazzle people's eyes—"GRAHAM" will be pretty much what it has been this volume, with some improvements which experience suggests. No number will contain less than 100 pages of reading matter, and the readers of "GRAHAM" may rely with great confidence upon this—that the volume shall contain

#### OVER TWELVE HUNDRED PAGES

of the very best reading matter that capital can command from original resources, or take select from the vast mass of available material.

The aim of the editor will be to produce a publication which shall be valuable in matter, and choice in style and style; and he flatters himself from the known talents of his contributors, that he will be able to present as many good original articles to his readers as any publication of the day.

He shall not, however, hesitate to publish, from time to time, articles from English authors, and translations from the best German and French writers, provided the pieces have never before appeared in print in this country. Every important political subject will likewise be inserted, and criticisms on the literature of America and the movements of the age. The Review Department, in which a large and liberal spirit of criticism will always be maintained, will be extended. For the defence of American literature the editor will always be ready; for the maintenance of a correct tone in the magazine, he will, if possible, be still more watchful.

Each number will contain an engraving from a splendid steel plate, in addition to the choice designs and engravings of Deveraux, who will still supply illustrations for the text in the body of the book. The aim of the editor will not be so much to increase the number of his engravings, as to secure for those he publishes the utmost finish which the artist can give them; for common wood cuts are so easily multiplied, that the most indifferent publication may outrank in cheap display the choicest periodical.

The editor does not feel, that with his own readers, he can increase his claims to their respect by boasting on any very great superiority of "GRAHAM" over several similar publications, but thinks he may safely confine to their friendship for the magazine, and its good management for its present list, and with increase in naturally grows out of an extended circulation in a country where readers are increasing so rapidly.

On the January number the first edition will be 30,000 copies, and the editor trusts his old friends will be so prompt in re-ordering old copies, and extending the last among new ones, that the first edition shall be but half of what the year will ultimately establish as the permanent circulation of "GRAHAM." Postage—Subscribers in any part of the United States now receive the Magazine, by mail, at three cents a number, or thirty-six cents a year postage, payable at the post-office where it is received. Postmasters and Editors all over the Union are respectfully requested to act as Agents for the New Volume.

### TERMS.

The terms of "GRAHAM" are Three Dollars for single subscribers, if paid in advance. For six dollars in advance, one copy is sent three years. We confine the following low terms for Clubs, to be sent in the city, to one address, and in the country to one post-office:

2 copies	\$5 per annum.
5 " And one to agent or getter up of the club	\$10 "
8 " And one to agent or getter up of the club	\$15 "
11 " And one to agent or getter up of the club	\$15 "

The money for Clubs must be always sent in advance. Subscriptions may be sent at our risk. When the sum is large, a draft should be procured if possible—the cost of which may be deducted from the amount.

Address, six-ys post-paid.  
GEORGE H. GRAHAM.  
Editor.

### PROPOSALS FOR CARRYING THE

#### MAILS.

PROPOSALS for carrying the Mails of the United States, from the 1st day of July, 1854, to the 1st day of July, 1855, in the State of California, and in the Territories of Oregon, Utah, and New Mexico, will be received at the Contract Office of the Post Office Department, in the City of Washington, until 9 A. M. of the 31st April, 1854, (to be decided by the 23d of April, 1854,) on the routes and in the times herein specified, viz:

#### IN NEW MEXICO.

12960 From Santa Fe, by Albuquerque, Socorro, Dona Ana, Fort Fillmore, Protonero (Texas), El Paso, San Elizario, Mesquillville, and Lescos, to San Antonio, 910 miles and back, once a month.

Leave Santa Fe on the 1st of each month; arrive in San Antonio in 25 days.

Leave San Antonio on the 1st of each month; arrive at Santa Fe in 25 days.

Bids to carry twice a month are invited; also bids to make the trip in 30 days.

12961 From Santa Fe, by La Canada, to Fernando de Tucs, 70 miles and back, twice a month.

Leave Santa Fe on the 1st and 15th of each month, at 8 A. M.

Arrive at Fernando de Tucs by the 3d and 17th of each month.

Leave Fernando de Tucs on the 12th and 26th of each month at 3 A. M.

Arrive at Santa Fe by the 14th and 30th at 12 M.

Bids for weekly trips are invited.

12962 From Donna, by Fort Belknap, to Gainesville in Texas, and back, once in two weeks.

Bidders to state distance and schedule of arrivals and departures.  
Bids for weekly trips are invited.

#### FORM FOR A BID.

Where no change from advertisement is contemplated by the bidder.

"I (or we, as the case may be) there write the name or names in full of [here state the residence or residences] hereby propose to carry the mail on route No. —, from —, to —, as often as the Postmaster General's advertisement for proposals for the same, dated October 17, 1853, requires, in the time stated in the schedule contained in said advertisement; and by the following mode of conveyance, to wit: [here state how it is to be conveyed,] for the annual sum of [here write out the sum in words at full length.]  
Dated: [Signed.]

#### Form of a Guarantee.

The undersigned 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 next, enter into the required obligation to perform the service proposed, with good and sufficient sureties.  
Dated: [Signed by two guarantees.]

#### Form of a Certificate.

The undersigned (postmaster, judge, or clerk of a court of record, as the case may be) certify that he is well acquainted with the above guarantees and their property, and that they are men of property and able to make good their guaranty.  
Dated: [Signed.]

#### INSTRUCTIONS.

Bidders are required to be furnished in accordance to the notice of the Department, and to sign their names.

1. Seven minutes are allowed in each intermediate office, when not otherwise specified, for entering the mail.

2. On routes where the mode of conveyance is by stage, the special agents of the Department, also post office clerks, mail boys, locks and keys, are to be conveyed without extra charge.

3. 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. For arrivals or for behind time as to break connection with descending mails, and not satisfactorily explained, one-fourth of the compensation for the trip is subject to forfeiture. Violations may also be ordered for a grade of performance inferior to that specified in the contract. For repeated delinquencies of the kind herein specified enlarged penalties, proportioned to the nature thereof and the importance of the mail, may be made.

4. For leaving behind or interrupting of the mails or any portion of them for the admission of passengers, or for being concerned in selling up, or running an express conveying commercial intelligence between the mail and the route, pay may be deducted.

5. 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 (either owing to the unavailability of the place of transfer or owing to it) to be injured, destroyed, robbed or lost; and for refusing, after demand, to convey the mail as frequently as the contractor has or is concerned in running a coach or stagecoach on a route.

6. The Postmaster General may suspend the contract for repeated failures to run agreeably to contract; for disobeying the post office laws, or the instructions of the Department for refusing to discharge a carrier when required by the Department to do so; for neglecting the contract without the consent of the Postmaster General; for running an express as aforesaid; or for transporting persons or packages conveying mail matter out of the mail.

7. 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 also order an increase of pay for the additional stock or carriers if any. The contractor may, however, in the case of increase of speed, relinquish the contract by giving prompt notice to the Department that he prefers doing so to carrying the order into effect. The Postmaster General may also entail or discontinue the service at pro rata decrease of pay, if he allow one month's extra compensation on the amount agreed upon, whenever in his opinion the public interests do not require the same, or in case he desires to supersede it by a different grade of transportation. He may also change the times of arrival and departure (provided he does not curtail the running time) without increasing the pay.

8. Payments will be made for the service through drafts on postmasters, or otherwise after the expiration of each quarter—say in February, May, August and November.

9. 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 pointed out.

10. The Postmaster General is prohibited by law from knowingly making a contract for the transportation of the mails with any person who shall have entered into, or proposed to enter into any combination to prevent the making of any bid for a mail contract by any other person or persons, or who shall have made any agreement, or shall have given or performed, or promised to give or perform any consideration whatever, or to do or not to do any thing whatever, in order to induce any other person or persons not to bid for a mail contract. Particular attention is called to the 28th section of the act of 1853, prohibiting combinations to prevent bidding.

11. A bid received after time, viz. 9 A. M. of the 31st April 1854, or without the guaranty required by law, or that combines several routes in one sum of compensation, cannot be considered in competition with a regular proposal reasonable in amount.

12. A bidder may offer, where the transportation called for by the advertisement is difficult or impracticable at certain seasons, to substitute an inferior mode of conveyance, or to perform service a specified number of days, weeks or months. He may propose to omit an inaccessible office, or one not on the stage or railroad, or at a steamboat landing, as the case may be; or he may offer to substitute an inferior mode of supply in such cases. He may propose different times of arrival and departure, provided no more running time is asked, and no mail connexion prejudiced. He may ask additional running time for the trip during a specified number of days in seasons of very bad roads; but beyond these changes a proposal for service differing from that called for by the advertisement will not be considered in competition with a regular bid reasonable in amount. Where a bid contains any such alterations, their disadvantages will be estimated in comparing it with other proposals.

13. There should be but one route bid for in a proposal.

14. The route, the service, the yearly pay, the name and residence of the bidder; and those of each member of a firm, where a company offers, should be distinctly stated, also the mode of conveyance if a higher mode than horseback be intended.

15. The bid should be sent under seal, addressed to the second assistant Postmaster General, and subscribed "Mail proposals in the State of —." It should be guaranteed and the sufficiency of the guaranties certified (see form) and should be deposited in time to be received by or before 9 A. M. of the 31st April 1854.

16. The contracts are to be executed and returned to the Department by or before the 1st of July 1854.

17. Under the act of March 3, 1845, the routes are to be let to the lowest bidder tendering sufficient guaranties, without other reference to the mode of transportation than may be necessary for the due delivery, certainty and security of such transportation. When the lowest bid proposes a mode of conveyance inadequate to the due delivery, certainty and security of the mails, it will not be accepted.

18. When the bid does not specify a mode of conveyance, also when it proposes to carry according to the advertisement, but without such specifications, it will be considered as a proposal for horseback service.

19. Since the passage of the act of March 3, 1845, a new description of bid has been received. It does not specify a mode of conveyance, but engages to take the entire mail each trip with certainty, certainty and security, using the terms of the law. These bids are styled, from the manner in which they are designated on the books of the Department, "star bids." The experience of the Department enables it to lay down the following rules, viz:

When the mail on the route is not as large as to require two-horse coach conveyance, a star bid, if the lowest, will always be preferred to the specific bid.

When the mails are of such size and weight as to render it necessary, in reference to them alone, to provide two-horse coach conveyance, the specific bid, though the highest, for coach service, if adjudged to be entirely sufficient for this route, will be preferred to the star bid, in case the difference is not such as to interfere with the policy of the law of 1845, which looks to a reduction in the cost of transportation. Exceptions, however, may be allowed where the star bid is made by the owner of the stock now used on the route in the performance of coach service.

On routes of the highest class, where four-horse coach or steamboat transportation is required by the size and importance of the mails, and the specific bid is adjudged sufficient for the route, the preference for the specific bid will be if necessary, carried to a greater extent of difference than on the inferior coach routes.

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, after the last hour set for receiving bids.

21. Postmasters are to be careful not to certify the sufficiency of guaranties or sureties without knowing that they are persons of sufficient responsibility; and all bidders, guaranties and sureties are distinctly notified that on a failure to enter into or to perform the contract for the service proposed for in the accepted bids, their legal liabilities will be enforced against them.

22. The contractors will be substantially in the forms heretofore used in this Department, except in the respects particularly mentioned in these instructions; and on steamboat routes the contractors will be required to deliver the mails into the post offices at the ends of the routes and into all the intermediate post offices.

23. Present contractors and persons known to the Department must, equally without others, procure guaranties and certificates of their sufficiency substantially in the forms above prescribed. The certificates of sufficiency must be signed by a post master, or a judge, or clerk of a court of record.

JAMES CAMPBELL,

Post Master General.

Post Office Department, October 13, 1853.  
cc115-w12w

#### News by the last Mail.

On Friday night last we received part of our New Orleans mail—including the weekly *Pineapple* of the 28th and the daily *True Delta* of the 25th ultimo.

In a Caucus of the democratic members of the legislature on the 23d ult., Hon. Ben. Fitzpatrick and C. C. Clay, Jr., were nominated for the United States Senate from that State. Their election is considered certain.

The last arrival from Europe brings news that the price of cotton was firm with an upward tendency in the Liverpool market. The price of breadstuffs was on the rise. There had been two or three battles between the Turks and Russians, the former being victorious. The war was progressing in the fiercest spirit on both sides.

In the Georgia legislative caucus of democratic members, Gov. C. J. McDonald received the nomination for United States Senator, by ten votes over Gov. Cobb; when four of Gov. Cobb's friends united with the whigs in the Senate and postponed the election until the next legislature.

A dispatch from Washington says—"The President has requested Mr. McLane, the newly appointed Minister to China; Mr. Mason, the newly appointed Minister to France; Mr. Seymour, the newly appointed Minister to Russia, not to sail for their respective destinations until the Senate shall have confirmed their nominations.

There has been three ballotings in the Vermont legislature for Senator, the last of which stood—Kellogg, dem., 83; Col-

mer whig, 82; Shafter, free-soil, 25; Brainard, free-soil, 5; scattering 5.

We annex below the latest news from the scene of war in Europe.

**Eastern affairs—Turkey and Russia.**  
A battle took place according to the reports by the Washington, on the 4th of November, on the banks of the Danube, between 18,000 Turks and 9,000 Russians. A brisk cannonade ensued, after which the combat was continued at the point of the bayonet. The fight lasted three hours. The Russians lost several officers, and 149 privates, besides 500 wounded. The Turkish loss is unknown.

The Turks crossed afterwards unopposed into Wallacia, and it was rumored that they had taken Giurgero by storm.

The Turks are reported to have killed fourteen superior Russian officers in one engagement.

There have been four battles thus far, and in all the Turks have been victorious. They brought out in one of them their main body, by which the Russian army, consisting of 40,000 men, were driven back.

At Bucharest the rumor was renewed that 25,000 French troops were to be sent to aid Turkey.

The combined fleet was anchored in the Bosphorus.

The Western powers still remained neutral.

The Sultan had rejected all propositions for a compromise.

Fighting continues in all directions.—The Turks are generally victorious. The Czar has issued an arrogant manifesto.

The Porte has decided that foreign refugees are not to be employed in Europe, but may serve in Asia.

Five Russian officers, prisoners, have been arrested in Constantinople.

The overland mail reports that Russia had formed an alliance with Dost Mahomed, to proclaim war against the British in India, if England supports Turkey.

There is a general rumor to the effect that now, although negotiations are still progressing.

The Turks have fortified Oltenatz, a town on the left bank of the Danube. A battle took place between them and the Russians, which lasted twenty-eight hours, and which was attended with great slaughter on both sides.

The Russians had seized the public funds and treasures at Bucharest.

Five thousand Turks occupy Kalretapa, and 12,000 are quartered in Lesser Wallachia.

Later intelligence from the extreme left of the Turkish line, states that the Russians have made no attempt to cross the Danube.

The Consuls of France and England at Bucharest were daily expecting instructions to leave the country.

It was reported that Abdi Pacha (?) had been removed from the command of the Turkish army.

The number of the Russian troops in the Principalities is said to be reduced to 35,000.

Barmah, China, &c.

The advices by the overland mail, which had arrived previous to the departure of the Washington, report that the British were laying siege to Ava, the capital of Barmah.

From China, it was reported that Shanghai was invested by the rebels; and that a battle was fought at Amoy on the 12th of September, between the rebels and the Government troops, by which the latter were defeated.

It was reported that a Russian army was invading Khiva and Bokhara, and that Russia had entered into alliance with Dost Mahomed and Persia against Turkey.

The position of France with regard to the Eastern question would seem still to be uncertain; but it is now confidently predicted that she will interfere on behalf of Turkey.

A capital joke is repeated by the editor of the *Memphis Eagle* of his "business partner." Dan Rice had resented to him among other sums, a two-dollar bill which he returned, informing him it was counterfeit, and requesting him to "send another." It was some time before he heard from Dan again; but an epistle came at last, and an apology for the delay, as Dan had found some difficulty in procuring "another" counterfeit two-dollar bill.

THE NORTH WEST PASSAGE.—The solution of the problem of a passage between the Atlantic and Pacific Oceans through the Arctic seas, is at length achieved. To the British flag, and particularly to Commander M. C. Ware and his gallant crew, of the ship *Investigator*, belongs the honor of the discovery. Long life to them.