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ington by 6 a m and 4½ p m. Proposals for an additional daily trip are invited.

3246 From Washington, D. C., by Georgetown, Tenallytown, Dorsey's Store, Md., and Montrose, to Rockville, 15 miles and back, six times a week. Leave Washington daily, except Sunday, at 7 a m; *arrive* at Rockville by 12 m; *leave* Rockville daily, except Sunday, at 1 p m; *arrive* at Washington by 6 p m.

3247 From Washington, D. C., by Brightwood, Sligo, Md., and Burnt Mills, to Colesville, 18 miles and back, three times a week. Leave Washington Tuesday, Thursday, and Saturday at 7.30 A M; *arrive* at Colesville by 12 M; *leave* Colesville, Tuesday, Thursday and Saturday at 1 P M; *arrive* at Washington by 5.30 P M.

3248 From Washington, D. C., by Long Old Fields, Md., to Upper Marlboro', 19 miles and back, six times a week. Leave Washington daily, except Sunday, at 8 A M; *arrive* at Upper Marlboro' by 1 P M; *leave* Upper Marlboro' daily, except Sunday, at 10 A M; *arrive* at Washington by 3 P M.

3249 From Washington, D. C., by Surratt's, Md., T. B., Beantown, Bryantown, Charlotte Hall, Chaptico, and Saint Clement's Bay, to Leonardtown, 55 miles and back, six times a week. Leave Washington daily, except Sunday, at 7 A M; *arrive* at Leonardtown by 10 P M; *leave* Leonardtown daily, except Sunday, at 4 A M; *arrive at* Washington by 7 P M.

3250 From Washington, D. C., by Piscataway, Md., and Duffield, to Port Tobacco, 34 miles & back, three times a week. *Leave* Washington Tuesday, Thursday, and Saturday, *at* 7.30 A M; *arrive at* Port Tobacco by 5 P M; *leave* Port Tobacco Monday, Wednesday and Friday at 9 A M; *arrive at* Washington by 7 P M.

3251 From Laurel Factory, by Spencerville, Sandy Spring, and Olney, to Brookville, 16¾ miles and back, six times a week. *Leave* Laurel Factory daily, except Sunday, at 10.30 A M; *arrive at* Brookville by 2.30 P M; *leave* Brookville daily, except Sunday, *at* 5 A M; *arrive at* Laurel Factory by 8.30 A M.

3252 From Bladensburg to Buena Vista, 8 miles and back, three times a week. *Leave* Bladensburg Tuesday, Thursday, and Saturday *at* 9 A M; *arrive at* Buena Vista by 11 A M; *leave* Buena Vista Tuesday, Thursday, and Saturday *at* 12 m; *arrive at* Bladensburg by 2 p m.

3253 From Upper Marlboro' to Queen Ann, 9 miles and back, three times a week. *Leave* Upper Marlboro' Tuesday, Thursday, and Saturday on arrival of the mail from Washington—*say at* 1 p m: *arrive at* Queen Ann by 3 p m: *leave* Queen Ann Tuesday, Thursday, and Saturday *at* 4.30 p m; *arrive at* Upper Marlboro' by 6.30 p m.

3254 From Upper Marlboro', by Bristol and Dunkirk, to Friendship, 17 miles and back, 3 times a week. *Leave* Upper Marlboro' Monday, Wednesday, and Friday on arrival of the mail from Washington—*say at* 1 p m; *arrive at* Friendship by 4.30 p m; *leave* Friendship Monday, Wednesday, and Friday *at* 6 p m; *arrive at* Upper Marlboro' by 9 p m.

3255 From Upper Marlboro', by Croom, to Nottingham, 11 miles and back, three times a week. *Leave* Upper Marlboro' Tuesday, Thursday, and Saturday *at* 3 p m, or on arrival of Washington mail: *arrive at* Nottingham by 5 30 p m; *leave* Nottingham Tuesday Thursday and Saturday *at* 7 30 A M; *arrive at* Upper Marlboro' in time to connect with mail for Washington—say by 10 A M.

3256 From T. B., by Brandywine and Horse Head, to Aquasco, 14 miles and back, 3 times a week. *Leave* T. B. Tuesday, Thursday, & Saturday on arrival of mail from Washington—*say at* 12.30 p m: *arrive at* Aquasco by 4 p m: *leave* Aquasco Tuesday, Thursday, & Saturday *at* 7 A M: *arrive at* T. B. by 10.30 A M.

3257 From Piscataway to Pomonkey, 11 miles and back, three times a week. *Leave* Piscataway Tuesday, Thursday, and Saturday after arrival of the mail from Washington—*say at* 2 p m; *arrive at* Pomonkey by 6 p m: *leave* Pomonkey Tuesday, Thursday, and Saturday *at* 7 a m; *arrive at* Piscataway by 11 a m.

3258 From Port Tobacco, by Doncaster, to Nanjemoy, 19 miles and back, twice a week.—*Leave* Port Tobacco Tuesday and Friday *at* 6 A M; *arrive at* Nanjemoy by 10 a m; *leave* Nanjemoy Tuesday and Friday *at* 12 m; *arrive at* Port Tobacco by 4 p m.

3259 From Port Tobacco to Pisgah, 10 miles and back, twice *a* week. *Leave* Port Tobacco Wednesday and Saturday *at* 12 m; *arrive at* Pisgah by 3 p m: *leave* Pisgah Wednesday & Saturday *at* 8 a m: *arrive at* Port Tobacco by 11 a m.

3260 From Port Tobacco to Bryantown, 12 miles and back, twice a week. *Leave* Port Tobacco Monday and Thursday *at* 6 A M: *arrive at* Bryantown by 10 a m: *leave* Bryantown Monday and Thursday *at* 1 p m: *arrive at* Port Tobacco by 5 p m.

3261 From Port Tobacco, by Allen's Fresh & Newport, to Chaptico, 19 miles and back, three times a week. *Leave* Port Tobacco Tuesday, Thursday, and Saturday after arrival of mail from Washington—*say at* 5 p m; *arrive at* Chaptico by 10 p m: *leave* Chaptico Monday, Wednesday, & Friday *at* 3.30 a m: *arrive at* Port Tobacco by 8 30 a m.

3262 From Allen's Fresh to Newburg, 5 miles and back twice a week. *Leave* Allen's Fresh Tuesday & Saturday *at* 8 p m: *arrive at* Newburg by 9 p m: *leave* Newburg Tuesday and Saturday at 9 30 p m: *arrive at* Allen's Fresh by 10½ p m.

3263 From Leonardtown, by Great Mills, St. Inigoes, & Ridge, to Point Lookout, 34½ miles *and back*, six times *a* week. *Leave* Leonardtown daily, except Sunday, at 5 a m: *arrive at* Point Lookout by 5 p m; *leave* Point Lookout daily, except Sunday, *at* 5 a m: *arrive at* Leonardtown by 5 p m.

3264 From Perryville, by Port Deposit and Lapidum, to Darlington, 11¾ miles and back, six times a week. *Leave* Perryville daily, except Sunday, at 12 m: Arrive *at* Darlington by 3 p m: Leave Darlington daily, except Sunday, *at* 7 a m: Arrive *at* Perryville by 10.30 a m.

3265 From Port Deposit, by Woodlawn, Principio, Farmington, Rising Sun, Brick Meeting House, and Nottingham, Pa., to Hopewell Cotton Works, 26 miles and back, three times a week. Leave Port Deposit *Tuesday, Thursday, and Saturday at* 1 p m: Arrive *at* Hopewell Cotton Works by 8 p m: Leave Hopewell Cotton Works *Monday, Wednesday, and Friday at* 3 p m: Arrive *at* Port Deposit by 10 p m.

3266 From Port Deposit, by Woodlawn and West Nottingham, to Rising Sun, 9 miles and back, three times a week. Leave Port Deposit *Monday, Wednesday, and Fridry at* 1 p m: Arrive *at* Rising Sun by 3 p m: Leave Rising Sun *Monday, Wednesday and Friday at* 6.30 a m: Arrive *at* Port Deposit by 8.30 a m.

3267 From North East, by Bay View & Zion, to Brick Meeting House, 7½ miles and back, six times a week. Leave North East daily, except Sunday *at* 12 m: Arrive *at* Brick Meeting-House by 2 p m; Leave Brick Meeting-House daily, except Sunday, *at* 7 a m: Arrive *at* North East by 9 a m.

3268 From Elkton, by Cherry Hill & Fair Hill to Lewisville, Pa., 9 miles and back, six times a week. Leave Elkton daily, except Sunday, after arrival of the Baltimore and Philadelphia morning mail—*say at* 12 m; Arrive *at* Lewisville by 2 p m: Leave Lewisville daily, except Sunday at 7 30 a m: Arrive at Elkton by 10 a m.

3269 From Elkton, by Chesapeake City, St. Augustine, Bohemia Mills, Warwick, Head of Sassafras, Galena, Locust Grove, and Kennedyville, to Chestertown, 40 miles and back, six times a week. Leave Elkton daily, except Sunday, after arrival of the Eastern and Southern mails—say at 11 A M; Arrive at Chestertown by 8 P M: Leave Chestertown daily, except Sunday, at 4 A M; Arrive at Elkton by 1 P M.

3270 From Fair Hill, by Blue Ball, Brick Meeting House, Rising Sun, and Fremont, Pa., to Kirk's Mills, 17 miles and back, twice a week. Leave Fair Hill Monday and Friday at 6 A M; Arrive at Kirk's Mills by 12 M: Leave Kirk's Mills Monday and Friday at 1 P M; Arrive at Fair Hill by 7 P M.

3271 From Head of Sassafras, by Massey's Cross Roads, Millington, Sudlersville, Long Marsh, Roesville, and Bridgetown, to Greensboro', 35½ miles and back, three times a week, and supply Mellville from Greensboro', 8 miles, twice a week. Leave Head of Sassafras Monday, Wednesday and Friday at 6 A M; Arrive at Greensboro' by 5 P M; Leave Greensboro' Tuesday, Thursday, and Saturday at 6 A M; Arrive at Head of Sassafras by 5 P M.

3272 From Locust Grove, by Still Pond, Hainesville, Rogers' Store, and Edesville, to Rock Hall, 24 miles and back, three times a week. *Leave* Locust Grove Tuesday, Thursday and Saturday, on arrival of the mail from Elkton—say at 5 P M; *arrive* at Rock Hall by 10 P M; *leave* Rock Hall Tuesday, Thursday, and Saturday at 8 A M; *arrive* at Locust Grove by 1 P M.

3273 From Chesterville to Crumpton, 2½ miles and back, three times a week. *Leave* Chesterville Tuesday, Thursday and Saturday, at 4 30 P M; *arrive* at Crumpton by 5.30 P M; *leave* Crumpton Tuesday, Thursday and Saturday at 1 P M; *arrive* at Chesterville by 2 P M.

3274 From Chestertown, by Church Hill, Centreville, Wye Mills and Skipton, to Easton, 36 miles and back, six times a week. *Leave* Chestertown daily, except Sunday, after arrival of the mail from Elkton—say at 8 P M; *arrive* at Centreville by 11 P M; *leave* Centreville daily, except Sunday, at 5 A M; *arrive* at Easton by 9 A M; *leave* Easton daily, except Sunday, at 11 A M; *arrive* at Chestertown by 8 P M.

3275 From Queenstown to Centreville, 7 miles and back, three times a week. *Leave* Queenstown Tuesday, Thursday, and Saturday, at 12 m; *arrive* at Centreville by 1.30 p m; *leave* Centreville Monday, Wednesday and Friday at 9.30 a m; *arrive* at Queenstown by 11 a m.

3276 From Queenstown, by Wye Mills, and Hillsboro' to Denton, 20 miles and back, three times a week. *Leave* Queenstown Tuesday, Thursday and Saturday at 12 m; *arrive* at Denton by 4 p m; *leave* Denton Monday, Wednesday and Friday at 6.30 a m; *arrive* at Queenstown by 11 a m.

3277 From Queenstown to Broad Creek, 13 miles and back, twice a week. *Leave* Queenstown Tuesday and Saturday at 1 p m; *arrive at* Broad Creek by 4 p m; *leave* Broad Creek Tuesday, and Saturday at 9 a m; *arrive at* Queenstown by 12 m.

3278 From Easton, by Bethlehem, Preston, and New Hope, to Federalsburg, 20 miles and back, six times a week. *Leave* Easton daily, except Sunday, at 5 a m; *arrive at* Federalsburg by 10 a m; *leave* Federalsburg daily, except Sunday, at 4 p m, or on arrival of the mail from Bridgeville; *arrive at* Easton by 9 p m.

3279 From Easton to Trappe, 9 miles and back, three times a week. *Leave* Easton Tuesday, Thursday and Saturday at 12 m; *arrive at* Trappe by 3 p m; *leave* Trappe Tuesday, Thursday and Saturday at 7 a m; *arrive at* Easton by 10 a m.

3280 From Easton, by Royal Oak and Saint Michael's, to Bay Hundred, 20 miles and back, three times a week. *Leave* Easton Tuesday, Thursday, and Saturday, after arrival of the mail from Elkton—say *at* 11 a m; *arrive at* Bay Hundred by 4 p m; *leave* Bay Hundred Tuesday Thursday, and Saturday, *at* 4.30 p m; *arrive at* Easton by 9 p m.

3281 From Trappe to Oxford, 9 miles and back, three times a week. *Leave* Trappe Tuesday, Thursday, and Saturday, after arrival of the mail from Easton—say at 2 p m; *arrive at* Oxford by 5 p m; *leave* Oxford Tuesday, Thursday, and Saturday *at* 10 a m; *arrive at* Trappe by 1 p m.

3282 From St. Michael's to Broad Creek Neck, 11 miles and back, once a week. *Leave* St. Michael's Tuesday *at* 3 p m; *arrive at* Broad Creek Neck by 6 p m; *leave* Broad Creek Neck Tuesday *at* 9 a m; *arrive at* St. Michael's by 12 m.

3283 From Denton, by Potter's Landing and Fowling Creek, to Preston, 19 miles and back, three times a week. *Leave* Denton Tuesday, Thursday and Saturday *at* 4 a m; *arrive at* Preston by 8 a m; *leave* Preston Tuesday, Thursday and Saturday *at* 10 a m; *arrive at* Denton by 3 p m.

3284 From Federalsburg, by Harrison, to Crotcher's Ferry, 12½ miles and back, three times a week. Leave Federalsburg Monday, Wednesday and Friday on arrival of the mail from Bridgeville—say *at* 5 p m; Arrive *at* Crotcher's Ferry by 8 p m; Leave Crotcher's Ferry Monday Wednesday, and Friday, *at* 12 m; Arrive at Federalsburg by 3 p m.

3285 From Hicksburg, by Salem and Vienna, to Draw Bridge, 16 miles and back, six times *a* week to Vienna, and twice a week the residue. Leave Hicksburg daily, except Sunday, on arrival of the mail from Bridgeville—say *at* 6 p m; Arrive at Vienna by 8 p m; Leave Vienna daily, except Sunday, *at* 8 a m; Arrive *at* Hicksburg by 10 a m; Leave Vienna Wednesday and Saturday *at* 10 *a* m; Arrive *at* Drawbridge by 11 a m; Leave Drawbridge Wednesday and Saturday *at* 11.30 *a* m; Arrive *at* Vienna by 12.30 p m.

3286 From Hicksburg to Bucktown, 13½ miles and back, twice a week. Leave Hicksburg Wednesday and Saturday *at* 1.30 p m; Arrive *at* Bucktown by 4 p m; Leave Bucktown Wednesday and Saturday *at* 4 30 p m; Arrive *at* Hicksburg by 6.30 p m.

3287 From Cambridge, by Hicksburg, East New Market, and Federalsburg, to Bridgeville, Del., 34 miles and back, six times a week.—Leave Cambridge daily, except Sunday, *at* 6 a m; Arrive *at* Bridgeville by 1 p m; Leave Bridgeville daily, except Sunday, on arrival of the mail from Wilmington—say *at* 2 p m; Arrive *at* Cambridge by 9 p m.

3288 From Cambridge to Church Creek, 8 miles and back, six times a week Leave Cambridge daily, except Sunday, *at* 9.30 p m; Arrive *at* Church Creek by 11.30 p. m; Leave Church Creek daily, except Sunday, *at* 6 p m; Arrive *at* Cambridge by 8 p m.

3289 From Cambridge, by Cruersville, to Hill's Point, 16 miles and back, twice a week Leave Cambridge Wednesday and Saturday *at* 2 p m; Arrive *at* Hill's Point by 6 p m; Leave Hill's Point Wednesday and Saturday *at* 8 a m; Arrive *at* Cambridge by 12 m.

3290 From Church Creek, by Tobacco Stick, Taylor's Island, Golden Hill, and Lakesville, to Cedar Creek, 35 miles and back, twice a week. Leave Church Creek Wednesday and Saturday *at* 7 a m; Arrive *at* Cedar Creek by 4 p m; Leave Cedar Creek Tuesday and Friday *at* 10 a m; Arrive *at* Church Creek by 7 p m.

3291 From Golden Hill, by Fishing Creek, to Hoopersville, 19 miles and back, twice a week. Leave Golden Hill Wednesday and Saturday *at* 12 m: Arrive *at* Hoopersville by 4 p m; Leave Hoopersville Wednesday and Saturday at 7 a m; Arrive *at* Golden Hill by 12 m.

3292 From Lakesville to Bishop's Head, 12 miles and back, twice a week. Leave Lakesville Wednesday and Saturday, on arrival of the mail from Cambridge—say *at* 1 p m; Arrive *at* Bishop's Head by 4 p m: Leave Bishop's Head Tuesday and Friday *at* 8 a m: Arrive *at* Lakesville by 11 a m.

3293 From Salisbury to Powellville, 14 miles and back, once a week. Leave Salisbury Monday *at* 6 a m: Arrive at Powellville by 10 a m: Leave Powellville Monday *at* 12 m: Arrive at Salisbury by 4 p m.

3294 From Salisbury to Snow Hill, 20 miles and back, six times a week. Leave Salisbury daily, except Sunday, on arrival of the cars—say at 3.30 p m: Arrive *at* Snow Hill by 9.30 p m: Leave Snow Hill daily, except Sunday, *at* 7 a m: Arrive at Salisbury by 12 m.

3295 From Salisbury, by Forktown and Upper Trappe, to Princess Ann, 15 miles & back, six times a week. Leave Salisbury daily, except Sunday, on arrival of the mail from Wilmington—say *at* 4 p m: Arrive *at* Princess Ann by 8 p m; Leave Princess Ann daily, except Sunday. *at* 8 a m: Arrive *at* Salisbury by 12 m.

3296 From Salisbury to Quantico, 9 miles & back, three times a week. Leave Salisbury Tuesday, Thursday, and Saturday at 6 p m: arrive at Quantico by 8 p m: Leave Quantico Tuesday, Thursday & Saturday at 3 p m: Arrive *at* Salisbury by 5 p m.

3297 From Barren Creek Springs, by Quantico, Tyaskin, and White Haven, to Princess Ann, 36 miles and back, twice a week. Leave Barren Creek Springs Monday and Friday at 7 a m; arrive at Princess Ann by 4 p m; leave Princess Ann Tuesday and Saturday at 7 a m; arrive at Barren Creek Springs by 4 p m.

3298 From Barren Creek Springs, by Riverton and Sharptown, to Laurel, Del., 17 miles and back, three times a week.—Leave Barren Creek Springs Tuesday, Thursday, and Saturday at 8 a m; arrive at Laurel by 1 p m: leave Laurel Tuesday, Thursday and Saturday at 2½ p m; arrive at Barren Creek Springs by 7 p m.

3299 From Princess Ann, by Hope, to Newtown, 15 miles and back, six times a week. Leave Princess Ann daily, except Sunday, at 5 a m; arrive at Newtown by 9 a m; leave Newtown daily, except Sunday, at 3 p m; arrive at Princess Ann by 6 p m.

3300 From Princess Ann, by Kingston and Burnettsville, to Jacksonville, 27½ miles and back, once a week. Leave Princess Ann Tuesday at 2 p m; arrive at Jacksonville by 9 p m; leave Jacksonville on Tuesday at 6 a m; arrive at Princess Ann by 1 p m.

3301 From Princess Ann, by Dame's Quarter, to Deal's Island, 22 miles & back, twice a week. Leave Princess Ann Wednesday & Friday at 6 a m; arrive at Deal's Island by 12 m; leave Deal's Island Wednesday and Friday at 2 p m; arrive at Princess Ann by 8 p m.

3302 From Kingston to Shelltown, 13 miles and back, once a week. Leave Kingston Tuesday at 4 p m; arrive at Shelltown by 7 p m; leave Shelltown Tuesday at 6 a m; arrive at Kingston by 9 a m.

3303 From Snow Hill to Lindseyville, 9 miles and back, three times a week.—Leave Snow Hill Tuesday, Thursday, and Saturday at 9 a m; arrive at Lindseyville by 11 a m; leave Lindseyville Tuesday, Thursday, and Saturday at 5 a m; arrive at Snow Hill by 7 a m.

3304 From Snow Hill, by Sandy Hill, Horntown, Va., Modest Town, Accomac C. H., Onancock, Savageville, Pungoteague, Bellhaven, Franktown, and Johnsontown, to Eastville, 82 miles and back, three times a week Leave Snow Hill Monday, Wednesday and Friday at 3 a m; arrive at Eastville by 11 p m; leave Eastville Tuesday, Thursday, and Saturday at 3 a m; arrive at Snow Hill by 11 p m.

3305 From Monrovia, by New Market, New London, Linganore, Unionville, Libertytown, and Middleburg, to Bruceville, 23 miles and back, three times a week.—Leave Monrovia Tuesday, Thursday and Saturday at 12 m; arrive at Bruceville by 6 p m; leave Bruceville Tuesday, Thursday, and Saturday at 6 a m; arrive at Monrovia by 11 a m

3306 From Araby, to Frederick, 3 miles and back, daily, by railroad, in due connection with the mail trains on the Baltimore and Ohio Railroad.

3307 From Frederick to Jefferson, 8 miles and back, three times a week. Leave Frederick Tuesday, Thursday, and Saturday at 1 p m; arrive at Jefferson by 3 p m; leave Jefferson Tuesday, Thursday and Saturday at 8 a m; arrive at Frederick by 10 a m.

3308 From Frederick, by Utica Mills, Creagerstown, Graceham, Emmittsburg, and Green Mount, Pa., to Gettysburg, 32 miles and back, three times a week. Leave Frederick Tuesday, Thursday, and Saturday at 1 p m; arrive at Gettysburg by 9 p m; leave Gettysburg Monday, Wednesday and Friday at 2 a m; arrive at Frederick by 10 a m.

3309 From Frederick, by Mount Pleasant, Libertytown, Unionville, Oak Orchard and Sam's Creek, to New Windsor, 23½ miles and back, twice a week. Leave Frederick Wednesday and Saturday at 6 a m; arrive at New Windsor by 3 p m; leave New Windsor Tuesday and Friday at 6 a m; arrive at Frederick by 3 p m.

3310 From Frederick, by Mount Pleasant, Walkersville, Woodsboro', Landisburg, Double Pipe Creek, Middleburg, Bruceville and Taneytown, Pa., 39½ miles and back, three times a week to Double Pipe Creek, and twice a week the residue. Leave Frederick Tuesday, Thursday and Saturday at 1 p m: arrive at Double Pipe Creek by 6.30 p m; leave Double Pipe Creek Tuesday, Thursday, and Saturday at 6 a m; arrive at Frederick by 11 a m; leave Double Pipe Creek Wednesday and Friday at 6 a m; arrive at Littlestown by 12 m; leave Littlestown Wednesday and Friday at 1 p m; arrive at Double Pipe Creek by 7 p m.

3311 From Frederick, by Middletown, Bolivar, Boonsboro', Benevola, Funkstown, Hagerstown, Concocheague, Clear Spring, Indian Springs, and Millstone Point, to Hancock, 52 miles and back, six times a week. Leave Frederick daily, except Sunday, after arrival of the mail from Baltimore—say at 1 p m; arrive at Boonsboro' in 4 hours—say by 5 p m—and at Hagerstown by 7 p m; leave Hagerstown daily, except Sunday, at 7 a m; arrive at Frederick in time to connect with the mail for Baltimore—say by 12 m; leave Hagerstown daily, except Sunday, at 6 a m; arrive at Hancock by 12 m; leave Hancock daily, except Sunday at 1 p m; arrive at Hagerstown by 7 p m.

3312 From Frederick, by Lewistown, to Mechanicstown, 15½ miles and back, 3 times a week. Leave Frederick Tuesday, Thursday and Saturday on arrival of the Eastern mail by railroad—say at 3 p m; arrive at Mechanicstown by 9 p m; leave Mechanicstown Tuesday, Thursday, and Saturday at 5 a m; arrive at Frederick in time to connect with the Baltimore mail—say by 11 a m.

3313 From Adamstown, by Greenfield Mills and Monocacy, to Barnesville, 11 miles and back, three times a week.—Leave Adamstown Tuesday, Thursday and Saturday at 12 m; arrive at Barnesville by 3 p m; leave Barnesville Tuesday, Thursday, and Saturday at 8 a m; arrive at Adamstown by 11 a m.

3314 From Weaverton, by Petersville, Burkettsville, and Brownsville, to Rohrersville, 13 miles and back, six times a week. Leave Weavertown daily, except Sunday, after arrival of the mail from Baltimore—say at 1 p m; arrive at Rohrersville by 4.30 p m; leave Rohrersville daily, except Sunday, at 8 a m; arrive at Weaverton by 11.30 a m.

3315 From Middletown, by Myersville, to Wolfsville, 11½ miles and back, twice a week. Leave Middletown Wednesday and Saturday at 4 p m; arrive at Wolfsville by 7 p m; leave Wolfsville Wednesday and Saturday at 9 a m; arrive at Middletown by 12 m.

3316 From Mechanicstown to Sabillisville, 7 miles and back, three times a week. Leave Mechanicstown Monday, Wednesday, and Saturday at 11 a m; arrive at Sabillisville by 1 p m; leave Sabillisville Monday, Wednesday and Saturday at 8 a m; arrive at Mechanicstown by 10 a m.

3317 From Benevola, by Lappon's Cross Roads and Tilghmanton, to Bakersville, 7 miles and back, six times a week. Leave Benevola daily, except Sunday, at 6.30 p m; arrive *at* Bakersville by 9 p m; leave Bakersville daily, except Sunday, *at* 3 p m; arrive *at* Benevola by 5.30 p m.

3318 From Hagerstown, by Chewsville and Cavetown, to Smithsburg, 8½ miles and back, six times a week. Leave Hagerstown daily, except Sunday, *at* 7 p m; arrive *at* Smithsburg by 9 p m; leave Smithsburg daily, except Sunday, at 3 p m; arrive *at* Hagerstown by 5 p m.

3319 From Hagerstown to Williamsport, six miles and back, six times a week. Leave Hagerstown daily, except Sunday, at 7 a m; arrive *at* Williamsport by 8 a m; leave Williamsport daily, except Sunday, at 5 p m; arrive *at* Hagerstown by 6 p m.

3320 From Clear Springs, by Indian Springs, to Cherry Run Depot, Va., 7 miles and back, six times a week. Leave Clear Spring daily, except Sunday, at 8 a m; arrive at Cherry Run Depot by 10 a m; leave Cherry Run Depot daily, except Sunday, *at* 2.30 p m; arrive at Clear Spring by 4.30 p m.

3321 From Cumberland to Flint Stone, 12 miles and back, twice a week. Leave Cumberland Tuesday and Friday *at* 1 p m; arrive *at* Flint Stone by 5 p m; leave Flint Stone Tuesday and Friday *at* 7 a m; arrive at Cumberland by 11 a m.

3322 From Cumberland, by Frostburg, Grantsville, Addison, Pa., Somerfield, Farmington, Fayette Spings, Uniontown, Seabright's, Brownsville, West Brownsville, East Bethlehem, Beallsville, Hillsboro', and Strabane, to Washington, 100 miles and back, six times a week. Leave Cumberland daily, except Sunday, *at* 1.15 a m; arrive *at* Washington next days by 2 p m; leave Washington daily, except Sunday, *at* 10 a m; arrive *at* Cumberland next days by 6 30 p m.

3323 From Accident, by Selbysport, to Addison, Pa., 15 miles and back, twice a week. Leave Accident Tuesday and Saturday *at* 2 p m; arrive *at* Addison by 7 p m; leave Addison Tuesday and Saturday at 8 a m; arrive *at* Accident by 1 p m.

Form of Proposal, Guarantee, and Certificate.

PROPOSAL.—The undersigned ———, whose post office address is ——, county of ——, State of ——, proposes to carry the mails of the United States, from July 1, 1864, to June 30, 1868, on route No. ——, between ——— and ———, State of ———, under the advertisement of the Postmaster General dated November 10, 1863, with celerity, certainty, and security, for the annual sum of ——— dollars.

This proposal is made with 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

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, 1864, enter into the required obligation or contract to perform the service proposed, with good and sufficient sureties.

This we do understanding distinctly the obligation and liabilities assumed by guarantors under the 27th section of the act of Congress of July 2, 1836.

Dated

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 guaranty.

Dated

The above certificate must have affixed to it a five cent revenue stamp, cancelled, as the law requires.

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 mail bags.

2. On railroad and steamboat lines, and other routes where the mode of conveyance admits it, the special agents of the Post Office Department, also post office blanks, mail bags, locks and keys, are to be conveyed without extra charge.

3. On railroad and steamboat lines the route agents of the Department, also the British and Canada mails, when offered, and the agents accompanying them, are to be conveyed without charge, and for their exclusive use, while traveling with the mails, a commodious car, or apartment in the centre of the 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 commencement 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 performance of all other side service—that is, for offices over eighty rods from a station or landing.

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 destination of the several bags.—On the principal stage 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 mail bags.

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 may be deducted. For arrivals so far behind time as to break connexion with depending mails, and not sufficiently excused, one-fourth of the compensation is subject to forfeiture. Deduction will 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.

5. For leaving behind, or throwing off the mails, or any portion of them, for 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 at 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 connexions 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 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 discontinue or curtail the service, in whole or in part, in order to place on the route a greater degree of service, or whenever the public interests in his judgment, shall require such discontinuance or curtailment for any other cause; he allowing as a 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 collections from or drafts on postmasters, or otherwise, after the expiration of each quarter—say, in February, May, August, and November.

10. The distances are given according to the best information; but no increased pay will be allowed should they be greater than advertised, if the points to be supplied are correctly stated. *Bidders must inform themselves on this point*, and also in reference to the weight of the mail, the condition of roads, hills, streams, &c., and all toll bridges, ferries or obstructions of any kind by which expense may be incurred. No claim for additional pay, based on such ground, can be considered; nor for alleged mistakes or misapprehension as to the degree of service; nor for bridges destroyed, ferries discontinued, or other obstructions increasing distance, 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 day and hour named, (3 p. m. March 31,) 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 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 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.

General guarantees cannot be admitted. 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.

16. The bid should be sealed, superscribed "Mail Proposals, State of———" addressed "Second 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.

17. The contracts are to be executed and returned to the department by or before the *1st day of July*, 1864; but the service must be commenced 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 31st of March next, 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.

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 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 will have the preference over all others, and no others will be 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, after the last hour set for receiving bids. 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 to 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 a judge of a court of record, and must have affixed to it a five-cent revenue stamp, cancelled, as required by law. No other certificate will be admitted.

M. BLAIR,
Postmaster General.

By the 42d section of the act of Congress "to amend the laws relating to the Post Office Department," approved March 3, 1863, all communications addressed to either of the executive departments of the government "must be prepaid by postage stamps." Proposals should, therefore, be thus prepaid, unless from persons to whom authority to frank mail matter is conferred by the same law [jan16—6t.]

BEST ASSORTMENT IN TOWN

For the Winter!

CHEAPEST! CHEAPEST!

Heavy Overcoats from 6 to $20,
Heavy Overcoats from 6 to $20,
Heavy Overcoats from 6 to $20,
Heavy Business Suits from 10 to $25,
Heavy Business Suits from 10 to $25,
Heavy Business Suits from 10 to $25,
Black Cloth Suits from 15 to $20,
Black Cloth Suits from 15 to $20,
Black Cloth Suits from 15 to $20.
Cassimere Pants from 3 to $7,
Cassimere Pants from