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Proposals for Carrying the Mail in New Jersey, Pennsylvania, Delaware, Maryland, and Ohio.

Extract from the Act of Congress, of the 3d of March, 1845, section 18.

"*And be it further enacted*, That it shall be the duty of the Postmaster General, in all future lettings of contracts for the transportation of the mail, to let the same, 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 transportations; nor shall any new contractor hereafter be required to purchase out, or take at valuation, the stock or vehicle of any previous contractor for the same route.

☞ Bidders will be careful to read the forms and instructions appended to this advertisement. They are requested to state in their proposals, the mode by which they intend to convey the mail. Where the size and weight of the mails, or the speed called for in the schedules, shall require it, the contracts will be made for coach, steamboat, or railroad conveyance, as the case may be, and, consequently, such routes will be let to bids proposing such mode of conveyance. In all other cases, the routes will be assigned to bids proposing the cheapest mode of transportation.

☞ Railroad companies are especially notified that their regular bids are to be understood as including the supply of each office on the line of their respective roads not over a quarter of a mile from a depot. Separate proposals for offices more than a quarter of a mile off will be considered.

PROPOSALS for carrying the mails of the United States from the 1st day of July, 1852, to the 30th of June, 1856, inclusive, in NEW JERSEY, PENNSYLVANIA, DELAWARE, MARYLAND, and OHIO, will be received at the Contract Office, of the Post Office Department, in the City of Washington, until 10 a m of the 5th of February, 1852, (to be decided by the 1st of March, 1852,) on the routes and in the manner and time herein specified, viz:

MARYLAND.

9872 From Elkton, by Cherry Hill, Fair Hill, Blue Ball, Brick Meeting House, Rising Sun, Fountain Green, Pa., Kirk's Mills, Oak Hill, and Goshen, to Chesnet Level, 33 miles and back, three times a week.
Leave Elkton every Tuesday, Thursday, and Saturday, at 9 a m;
Arrive at Chesnut Level same days by 6 p m;
Leave Chesnut Level every Monday, Wednesday and Friday at 7 a m;
Arrive at Elkton same days by 4 p m.

9873 From Fair Hill, by Lewisville, to Kemblesville, 8 miles and back, three times a week.
Leave Fair Hill every Tuesday, Thursday and Saturday at 1 p m,
Arrive at Kemblesville same days by 3 p m;
Leave Kemblesville every Tuesday, Thursday, and Saturday at 3½ p m;
Arrive at Fair Hill same days by 5½ p m.

9874 From Elkton, by Chesapeake City, Warwick, Head of Sassafras, Georgetown Cross Roads, Urieville, Chestertown, Church Hill, Centreville, Wye Mills; Easton, Trappe, and Oxford, to Cambridge, 99 miles and back, three times a week.
Leave Elkton every Monday, Wednesday, and Saturday, after arrival of Eastern and Southern mails, say at 1-2 p m;
Arrive at Easton next days by 11 a m and at Cambridge by 5 p m;
Leave Cambridge every Monday, Wednesday, and Saturday, at 5 a m and Easton same days by 11 a m;
Arrive at Elkton next days by 10 a m.

9875 From Head of Sassafras, by Millington, Sudlersville, Long Branch, Bridgeton, Greenboro', and Whiteleyburg, to Denton, 54 miles and back, three times a week.
Leave Head of Sassafras every Tuesday, Thursday, and Saturday at 4 a m;
Arrive at Denton same days by 10 p m;
Leave Denton every Monday, Wednesday, and Friday at 4 a m;
Arrive at Head of Sassafras same days by 10 p m.
Proposals to omit Whiteleysburg and supply it twice a week from Greensboro' will be considered.

9876 From Church Hill, by Long Marsh, Templesville, Sewardtown, Del., and Willow Grove, to Canterbury, 32 miles and back, once a week.
Leave Church Hill every Saturday at 7 a m;
Arrive at Cantlebury same day by 5 p m;
Leave Cantlebury every Friday at 6 a m;
Arrive at Church Hill same day by 3 p m.

9877 From Chestertown to Rock Hall, 14 miles and back, twice a week.
Leave Chestertown every Monday and Thursday at 6 a m;
Arrive at Rock Hall same day by 9 a m;
Leave Rock Hall every Wednesday and Saturday at 3 p m;
Arrive at Chestertown same days by 6 p m.

9878 From Easton, by Royal Oak, to St. Michael's, 12 miles and back, three times a week.
Leave Easton every Tuesday, Friday, and Sunday, after arrival of Elkton mail, say at 12 m;
Arrive at St. Michael's same days by 3 p m;
Leave St. Michael's every Tuesday, Friday, and Sunday at 5 p m.
Arrive at Easton same days by 8 p m.

9879 From Easton, by Hillsboro', to Denton, 20 miles and back, three times a week.
Leave Easton every Monday, Wednesday, and Friday at 4 a m.
Arrive at Denton same days by 10 a m;
Leave Denton every Monday, Wednesday, and Friday at 12 m;
Arrive at Easton same days by 6 p m.

9880 From Easton by Upper Hunting Creek, New Hope, Federalsburg, Cannon's Ferry, Del., Seaford, and Middleford, to Concord, 40 miles and back, once a week to Seaford, three times a week residue.
Leave Easton every Wednesday at 6 a m;
Arrive at Concord same day by 6 p m.
Leave Concord every Friday at 6 a m;
Arrive at Easton same day by 6 p m;
Leave Seaford every Tuesday and Saturday at 1-4 p m;
Arrive at Concord same days by 1 1-4 p m;
Leave Concord every Tuesday and Saturday at 11 a m;
Arrive at Seaford same days by 12 m.

9881 From Comblidge, by Hicksburg, Big Mills, Vienna Barren Creek Springs, and Salisbury, to Snow Hill, 54 miles and back, twice a week.
Leave Cambridge every Saturday and Wednesday at 6 a m;
Arrive at Snow Hill same days by 8 p m;
Leave Snow Hill every Tuesday and Friday at 6 a m;
Arrive at Cambridge same days by 8 p m.

9883 From Cambridge, by Church Creek, Tobacco Stick, and Golden Hill, to Lakesville, 29 miles and back, once a week.
Leave Cambridge every Wednesday at 5 a m;
Arrive at lakesville same day by 12 m;
Leave Lakesville every Wednesday at 1 p m;
Arrive at Cambridge same day by 8 p m.

9882 From Barren Creek Sprigs, by Quantico and White Haven, to Princess Ann, 28 miles an back once a week.
Leave Barren Creek Springs every Wednesday at 11 a m;
Arrive at Princess Ann same day by 7 p m;
Leave Princess Ann every Thursday at 4 a m;
Arrive at Barren Creek Springs same day by 11 a m.

9884 From Princess Ann, by Kingston to Bell Mount, 16 miles and back, three times a week.
Leave Princes Ann every Monday, Wednesday, and Friday at 6 a m;
Arrive at Bell Mount same days by 12 m,
Leave Bell Mount every Monday, Wednesday, and Friday at 1 p m;
Arrive at Princes Ann same days by 7 p m.

9885 From Barren Creek Springs, by Sharpstown, to Laurel, 16 miles and back, once a week.
Leave Barren Creek Springs every Thursday at 12 m;
Arrive at Laurel same day by 5 p m;
Leave Laurel every Thursday at 6 a m;
Arrive at Barren Creek Springs same day by 11 a m;

9886 From Salisbury, by Derickson's Cross Roads and Whaleysville, to Berlin, 28 miles and back, once a week.
Leave Salisbury every Thursday at 8 a m;
Arrive at Berlin same day by 6 p m;
Leave Berlin every Friday at 6 a m;
Arrive at Salisbury same day by 4 p m.

9887 From Annapolis, by Millersville, Crownsville, and Patuxent, to Annapolis Junction, 20 miles and back, daily.
Leave Annapolis daily at 5¾ a m;
Arrive at Annapolis Junction same day by 7 a m;
Leave Annapolis Junction daily at 10¼ a m;
Arrive at Annapolis same day by 12 m.

9888 From Annapolis to Broad Creek, 12 miles and back, twice a week
Leave Annapolis every Monday and Wednesday after arrival of Baltimore mail at ½ p m;
Arrive at Broad Creek same days by 4 p m;
Leave Broad Creek every Tuesday, and Thursday after the arrival of eastern mail at 8¼ p m;
Arrive at Annapolis same days by 12 p m.

9889 From Broad Creek, by Queenstown to Centreville, 21 miles and back, twice a week.
Leave Broad Creek every Monday and Wednesday at 4½ p m;
Arrive at Centreville same days by 8 p m,
Leave Centreville every Tuesday and Thursday at 8 a m;
Arrive at Broad Creek same days by 11½ a m.

9890 From Annapolis, by South River, West River, Tracey's Landing, Bristol, Dunkirk, Friendship, Lower Marlboro', Chesnut Hill, Huntingtown, Prince Fredericktown, and Port Republic, to St. Leonard's, 72 miles and back, three times a week to Friendship, thence twice a week to St. Leonard's, Lower Marlboro' to be supplied on the going trip only.
Leave Annapolis every Tuesday, Thursday, and Saturday at 6 a m;
Arrive at Friendship same days by 4 p m,
Leave Friendship every Wednesday and Friday at 6 a m;
Arrive at St. Leonard's same days by 6 p m;
Leave St. Leonard's every Thursday and Saturday at 6 a m;
Arrive at Friendship same days by 6 p m;
Leave Friendship every Monday, Wednesday, and Friday at 6 a m;
Arrive at Annapolis same days by 2 p m

9891 From Port Tobacco, by Hill Top, to Nanjemoy, 18 miles and back, twice a week.
Leave Port Tobacco every Tuesday and Friday at 6 a m;
Arrive at Nanjemoy same days by 10 a m;
Leave Nanjemoy every Tuesday & Friday at 12 m;
Arrive at Port Tobacco same days by 4 p m.

9892 From Port Tobacco, by Bryantown, to Benedict, 22 miles and back, twice a week.
Leave Port Tobacco every Tuesday and Friday, at 5 a m;
Arrive at Benedict same days by 11 a m;
Leave Benedict every Tuesday and Friday at 1 p m;
Arrive at Port Tobacco same days by 7 p m.

9893 From Upper Marlboro', by Nottingham, Brandywine, Horse Head, Aquasco, Benedict, and Charlotte Hall, to Chaptico, 55 miles and back; three times a week.
Leave Upper Marlboro' every Monday, Wednesday, and Friday, at 1 p m, after the arrival of Washington mail;
Arrive at Chaptico next days by 3 p m,
Leave Chaptico every Tuesday, Thursday, and Saturday, at 4 a m·
Arrive at Upper Marlboro' same days by 9 p m;
Proposals to run twice a week will be considered.

9894 From Washington D. C. to Georgetown, 2 miles and back, three times a day.
Leave Washington daily at 6 a m, 11 a m, and 7 p m;
Arrive at Georgetown same day by 6½ a m, 11½ a m, and 7½ p m;
Leave Georgetown daily at 4½ a m, 6 a m, and 4½ p m;
Arrive at Washington same day by 5 a m, 6½ a m, and 5 p m

9895 From Washington, D.C., by Georgetown, Tennelly Town, Rockville, Md., Forest Oak, Middle Brook, Clarksburg, Hyattstown, and Urbanna, to Frederick, 42 miles and back, six times a week to Rockville, and three times a week residue.
Leave Washington daily, except Sunday, at 8 a m;
Arrive at Rockville same days by 12 m;
Leave Rockville daily, except Sunday, at 1 p m;
Arrive at Washington same days by 6 p m;
Leave Rockville every Monday, Wednesday, and Friday, at 1 p m;
Arrive at Frederick same days by 8 p m;
Leave Frederick every Tuesday Thursday, and Saturday, at 5 a m;
Arrive at Rockville same days by 12 m.
Proposals to run by a different schedule will be considered.

9896 From Laurel Factory to Sandy Springs, 8 miles and back, twice a week.
Leave Laurel Factory every Monday and Friday at 11 a m:
Arrive at Sandy Springs same days 3 p m;
Leave Sandy Spring every Monday and Friday at 7 a m·
Arrive at Laurel Factory same days by 10 a m.

SPECIAL OFFICES.

Proposals are invited for supplying the following offices in Maryland for the net proceeds of said offices respectively, limited to a sum to be named in the proposals in each case:

Accident from Addison, 10 miles and back, once a week.
Beantown from Piscataway, 8 miles and back, twice a week.
Bell Mount from Kingston, 8 miles and back, once a week.
Bay Hundred from Saint Michael's, 10 miles and back, twice a week.
Beaver Creek from Hagerstown, six miles and back, once a week.
Bridgeville from Vienna, 6 miles and back, once a week.
Butler from Dover, 4 miles and back, twice a week.
Black Rock from Hereford, 6 miles and back, once a week.
Buena Vista from Bladensburg, 8 miles and back, three times a week.
Catonsville from Baltimore, 6 miles and back, six times a week.
Clarmont Mills from Jarrettsville, 5 miles and back, once a week.
College of Saint James from Hagerstown, 6 miles and back, daily.
Chesterville from Georgetown Cross Roads, 5 miles and back, three times a week.
Dover from Reistertown, 5 miles and back, three times a week.
Double Pipe Creek from Middleburgh, 4 miles and back, once a week.
Damascus from Mount Airy, 6 miles and back, twice a week.
Dublin, (see Sandy Hook.)
Eldersburgh from Mathew's Store, 3 miles and back, three times a week.
Fallston from Jerusalem Mills, 5 miles, miles and back, three times a week.
Fairview from Conocheague, 8 miles and back, once a week.
Fort Washington from Piscataway, 5 miles and back, three times a week.
Good Luck from Bladensburg, 8 miles and back, twice a week.
Governor's Bridge and Bright Seat from Millersville, 10 miles and back, three times a week.
Harris's Lot from Allen's Fresh, 9 miles and back, twice a week
Houck's Store from Hampstead, 4 miles and back, once a week.
Highland Grove from Bel Air, 6 miles and back, once a week.
Kingston from Princess Ann, 15 miles and back, once a week.
Laytonville from Unity, 6 miles and back, once a week.
Lonaconing from Frostburg, 8 miles and back, daily.
Maryland Line from Munkton Mills, 4 miles and back, twice a week.
Mechanicstown, Cotoctin Furnace, and Lewistown from Frederick, 19 miles and back, three times a week.
Michaesville from Perrymansville, 3 miles and back, twice a week
Milestown from Chaptico, 6 miles and back, twice a week.
Mount Savage from Cumberland, 8 miles and back, daily.
Mount Olive from Great Mills, 10 miles and back, twice a week,
Oakville from Leonardtown; 10 miles and back, once a week.
Oxford from Trappe, 8 miles and back, three times a week.
Partnership from Port Tobacco, 10 miles and back, once a week.
Pomonkey from Glymont, 4 miles and back, three times a week.
Philopolis from Golden, 4 miles and back, once a week.
Pleasant Mills from Fallston, 5 miles and back, twice a week.
Pleasant Grove from Cumberland, 5 miles and back, once a week.
Rock Creek from Princess Ann, 18 miles and back, once a week.
Ridgeville from Mount Airy, 1 mile and back, six times a week.
Ringgold from Luthursburgh, 3 miles and back, twice a week.
Ridge Hall from Cockeysville, 4 miles and back, once a week.
Sandy Hook and Gray Rock from Darlington, 8 miles and back, twice a week.
South Milford from North East Depot, 2 miles and back, twice a week.
Shelemiah. (see Zion.)
Simpsonville from Ellicott's Mills, 8 miles and back. once a week.
Towsontown and Govanstown from Baltimore, 8 miles and back, three times a week.
Taylor's Island from Tobacco Stick, 6 miles and back, once a week.
Union Meeting House from Munkton Mills, 4 miles and back, three times a week.
Upper Cross Roads from Fallston, 3 miles and back, once week.
Warren from Golden, 4 miles and back. three times a week.
Wetherdsville from Baltimore, 6 miles and back, six times a week.
Yough Glades from German Settlement, 10 miles and back, once a week.
Zion and Shelemiah from North East, 6 miles and back once a week.

Mail Messengers in Maryland

Proposals are invited for the following mail messengers service, which will be let to the lowest bidder in each case. The mail to be taken from and delivered into the Post Office at the points named at such hours as may be fixed upon by the Postmasters:

Baltimore from Railroad Depot, ½ of a mile and back, four times daily.
Bladensburg from Railroad Depot, ¾ of a mile and back, twice daily.
Charlestown from Railroad Depot, ¾ of a mile and back daily.
Elkton from Railroad Depot, ¾ of mile and back, daily, except sunday
Elk Ridge Landing from Railroad Depot, ¼ of a mile and back, three times a week.
Hall X Roads from Railroad Depot, ¼ of mile and back, three times a week.
Havre de Grace from Railroad Depot, ¼ of a mile and back, daily.
Laurel Factory from Railroad Depot, ¼ of a mile and back, daily.
North East from Railroad Depot, ¼ of a mile and back. daily.
Oldtown from Railroad Depot, ¾ of a mile and back, three times a week.
Orleans from Railroad Depot, 1 mile and back, three times a week.
Savage from Railroad Depot, ¼ of a mile and back, daily.

VIRGINIA.

Martinsburg from Railroad Depot, ¾ of a mile and back twice daily.

Form for a Bid where no change from advertisement is contemplated by the bidder.

"I (or we, as the case may be) [here 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 on the same, dated September 22, 1851, requires, in the time stated in the schedules contained in such 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 Guaranty.

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 guarantors.]

Form of Certificate.

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

INSTRUCTIONS,

Embracing certain conditions, the substance of which will be incorporated in the contracts, so far as the Department shall deem expedient.

1. Seven minutes are allowed for opening and closing the mails at all intermediate offices where no particular time is specified; but on railroad and steamboat routes there is to be no more delay than is necessary to deliver and receive the bags.

2. Post office blanks, mail bags, and the special agents of the Department on the exhibition of their credentials, are to be conveyed without further charge, on mail lines admitting of such conveyance.

3. Mail or route agents are to be conveyed without charge on railroad and steamboat lines, when required by the Department; and, in that case, a separate apartment, for the exclusive use of the Department and agent, and for the assorting and safe-keeping of the mail is to be provided by the contractor, under the direction of the Department.

4. In all cases there is to be a forfeiture of the pay of the trip when the trip is not run; and of not more than three times the pay of the trip when the trip is not run and no sufficient excuse for the failure is furnished, a forfeiture of at least one-fourth part of it when the running or arrival is so far behind time as to lose the connexion with a depending mail; and a forfeiture of a due proportion of it when a grade of service is rendered inferior to that in the contract. These forfeitures may be increased into penalties of higher amount, according to the nature or frequency of the failures and the importance of the mail.

5. Whenever it is satisfactory shown that the contractors, their carrier or agent, has left aside the mail, or any portion of it, for the accommodation of passengers, they shall forfeit not exceeding a quarter's pay.

6. Fines will be imposed unless the delinquency be satisfactorily explained in due time, for failing to take from, or deliver at, a post office, the mail, or any part of it; for suffering it to be wet, injured, lost or destroyed; for conveying it in a place or manner that exposes it to depredation, loss, or injury; for refusing after demand to convey a mail by any coach, railroad car, or steamboat, which the contractor regularly runs, or is concerned in running, on the route beyond the specified number of trips in the contract, and for not arriving at the time set: and for setting up or running an express to transmit commercial intelligence in advance of the mail a penalty will be exacted equal to a quarter's pay.

7. The Postmaster General may annul the contract for repeated failures; for violating the post office laws; for disobeying the instructions of the Department; for refusing to discharge a carrier when required by the Department; for assigning the contract without the consent of the Postmaster General, or for setting up or running an express as aforesaid, or for transporting persons conveying mail matter out of the mail.

8. The Postmaster General may alter the contract and alter the schedule, he allowing a pro rata increase of compensation, within the restrictions imposed by law, for the additional service required, or for the increased speed if the employment of additional stock or carriers is rendered necessary; but the contractor may, in the case of increased expedition, relinquish the contract, on timely notice, if he prefers it to the change. The Postmaster General may annul the contract, or discontinue or curtail the service and pay, when he wishes to dispense with the service in whole or part, or to place a higher or different grade of service on the route, or whenever the public interests require such discontinuance or curtailment for any other cause, he allowing one month's extra pay on the amount of service dispensed with.

9 The payments will be made through drafts on post offices 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 prove to be greater than is advertised.

11. The Postmaster Gener is prohibited by law from knowingly making a contract for the transportation of the mail with any person who shall have entered into any combination, 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 to do, or not to do, any thing whatever to induce any other person not to bid for a mail contract. Particular attention is called to the 28th section of the act of 1836, prohibiting combinations to prevent bidding.

12. A bid received after time, to wit, the 5th February, 1852, next, at 10 a m, 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 not adjudged to be extravagant.

13. A bidder may offer, where the transportation called for in the advertisement is difficult or impracticable at certain seasons, to substitute an inferior mode of conveyance, or to intermit service a specified number of days, weeks, or months. He may propose to omit an office that is inaccessible, or is not on the stage road, the railway, 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 days and hours of departure and arrival, provided no more running time is asked, and it is obvious that no mail connexion or other public accommodation is prejudiced. He may ask for more running time to the trip, during a specified number of days, at certain seasons of peculiarly bad roads, but beyond these changes, a proposal for service different from the advertisement will prevent its being considered in competition with a regular bid not set aside for extravagance, and where a bid contains any of the above alterations, their disadvantages will be estimated in comparing it with other proposals.

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

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

16. The bid should be sent under seal, addressed to the First Assistant Postmaster General, with "Mail Proposals in the State of ———" written on the face of the letter; and should be dispatched in time to be received by or before the 5th of February next, at 10 o'clock A. M. It should be guarantied, and the sufficiency of the guarantors should be duely certified. (se forms)

17. The contracts are to be executed by or before the 1st of July next.

18. Postmasters at offices situated upon or near railroads, but more than eighty rods from a depot, will immediately after the 5th February next, report that fact to the Department, stating the exact distance from the railroad depot, and now otherwise supplied the mail, to enable the Postmaster General to direct the proper supply to be made from the railroad by mail messengers from and after the 1st July next.

19. Under the act of March 3, 1845, the route is to be let to the lowest bidder tendering sufficient guaranties for faithful performance, without other reference to the mode of transportation than may be necessary to provide for the due celerity, certainty, and security of such transportation.

When the lowest bid proposes a specific mode of conveyance that is inadequate for the route in respect to the certainty, security, and celerity of the mails, aside from any accommodation for travel, it will not be entitled to the route.

20. When the bid does name a mode of conveyance, it will be taken and understood to be for the lowest mode of conveyance, to wit, on horseback. When it proposes to carry according to the advertisement, and no mode of conveyance is stated for the route in the advertisement, it will be considered as offering only for horseback conveyance.

21. Since the passage of the act of March 3 1845, a new description of bid has been received. It specifies no mode of conveyance, but engages to carry the mail with certainty, celerity, and security, using the terms of the law. These bids are called, 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 so 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 conveyance, the pecific bid, through the highest, for coach service, if adjudged to be entirely sufficient for the 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 class, where four-horse coach or steamboat transportation is required by the size and importance of the mails, and the specific bid is adjudged entirely 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.

22 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.

23. Postmasters are required to be careful and not to certify the sufficiency of guarantors or sureties without knowing that they are persons of sufficient responsibility; and all bidders, guarantors, or 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.

24. The contracts will be substantially in the forms heretofore used in this Department, except in the respects particularly mentioned in these instructions and conditions; and on all railroad and steamboat routes the contractors will be required to deliver the mails into the post offices at the ends of the routes into all the intermediate post offices not more than eighty rods from the railroad or landing.

25. 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 certificates of sufficiency must be signed by a postmaster, or a judge or clerk of a court of record.

N. K. HALL, *Postmaster Gen.*
P. O. DEPARTMENT Sept. 22, 1851.
Oct. 11. '51—6.

COLLECTOR'S NOTICE.

THE undersigned, Collector for the County, State and other Taxes, for Kent County, has appointed the following persons, Deputy Collectors for the respective districts in the said County to wit:

For the Lower or first election District James H. Eder Esq.—For the Middle or second election district Thomas Lusby Esq.—For the Upper or third election district John T. Hurtt Esq. The Assessments and Levies have been made, and the Collectors are now authorized to proceed and close their respective districts. The liabilities of the County are large and some of them pressing. The State Tax is considerable and payments are required semi monthly, under penalties. The Collectors are therefore authorized and have full power to close their collections as soon as possible. I cannot interfere in any case between the Collectors and persons indebted, and none will therefore apply to me, my arrangements with my Collectors will preclude me from any interference to delay a single day in any case.

Unless accounts are paid off before the first day of January next interest will be charged from the first day of September '51. A deduction on account of State Tax will be made if payments are promptly tendered. The earlier the payment, the larger the deduction.

The public are earnestly requested to make prompt payments.

WILLIAM MOFFETT,
Collector.

Near Geo. T. ⋈ Roads,
Kent County, Md.
September 6, 1851.—6w

WM. S. WOODSIDE,
FLOUR, GRAIN AND GENERAL
PRODUCE COMMISSION MERCHANT,
NO. 47 LIGHT STREET,
6 DOORS ABOVE PRATT STREET,
BALTIMORE.
Strict attention will be paid to the sale of all kinds of grain, and prompt remittance made.
Sept 6. 1851.—1y.