PROPOSALS

FOR carrying the Mails of the United States for four years, from January 1, 1832, to December 31, 1835, on the following Post Routes in Delaware and Maryland, constituting part of the middle division, will be received at this Office until the 26th day of September next, inclusive; to be decided on the 4th October.

IN DELAWARE.

1351. From Wilmington by New Castle, St. George's, Summit Bridge, Middletown, Warwich Md. Head of Sassafras, Georgetown ✕ Roads, Millington, Union House, Chestertown, Sudler's ✕ Roads, Church Hill, Centreville, and Wye Mills, to Easton, 87 miles and back, three times a week in 4 horse post coaches; the office at Cecilton to be supplied regularly with the mail, each trip, both ways, from Warwich:

Leave Wilmington every Monday, Wednesday, and Friday, at 1 p m arrive at St. Georges by 4 and at Easton next days by 3 p m.

Leave Easton every Monday, Wednesday, and Friday at 7 a m arrive at St. Georges same days, and at Wilmington next days by 10 a m.

1352. From St. Georges by Cantwell's Bridge, Smyrna, Dover, Camden, Canterbury, Frederica, Milford, and Milton, to Georgetown, 72 miles and back, three times a week in 4 horse post coaches.

Leave St. Georges every Tuesday, Thursday, and Saturday at 4 a m arrive at Georgetown same days by 7 p m.

Leave Georgtown every Monday, Wednesday and Friday, 5 a m arrive at St Georges same days by 8 p m.

1353. From St Georges by Delaware City to Port Penn, 8 miles and back three times a week.

Leave St Georges every Tuesday, Thursday and Saturday at 6 a m arrive at Port Penn by 8 a m.

Leave Port Penn same days at 10 a m arrive at St. Georges by noon.

1354. From Wilmington to New Castle, 5 miles daily in covered carriages.

Leave Wilmington every day at 1 p m, or after the arrivals of the mail from Philadelphia, arrive at New Castle in 1 hour.

Leave New Castle daily at 6 a m arrive at Wilmington by 7 a m.

1355. From Milton to Lewis, 12 miles three times a week in stages.

Leave Milton every Tuesday, Thursday and Saturday after the arrival of the mail from St Georges, say 5 p m arrive at Lewis in two and a half hours.

Leave Lewis every Monday, Wednesday and Friday at 4 a m arrive at Milton same days by half past seven a m in time for the mail to St Georges.

1356. From Georgetown by Concord and Laurel to Salisbury, Md. 35 miles and back, once a week.

Leave Georgetown every Wednesday at 6 a m arrive at Salisbury same day by 4 p m.

Leave Salisbury every Thursday at 6 a m arrive at Georgetown same day by 5 p m.

1357. From Georgetown by Bridgeville, Federalsburgh, Md. and East New Market to Cambridge, 49 miles and back, once a week.

Leave Georgetown every Wednesday at 4 a m arrive at Cambridge same day by 8 p m.

Leave Cambridge every Thursday at 4 a m arrive at Georgetown same day by 8 p m.

1358. From Georgetown by Millsborough, Dagsborough, St Martins, Md. Berlin, Poplartown, Newark, Snow Hill, Sandy Hill, Horntown, Va. Modesttown, Accomack C. H. Onancock, Pungoteague, and Belle Haven, to Eastville, 131 miles and back twice a week in stages.

Leave Georgetown every Monday and Thursday at 5 a m arrive at Snow Hill same days by 8 p m and at Eastville every Wednesday and Saturday by 6 p m.

Leave Eastville every Monday and Thursday at 6 a m arrive at Snow Hill next days by 6 p m and at Georgetown every Wednesday and Saturday by 8 p m.

IN MARYLAND.

1371 From Philadelphia, Pa. by Darby, Leiperville, Chester, Marcus Hook, Wilmington, Del. Newport, Staunton, Christiana, Newark, Cooch's Bridge, Elkton, Md North East, Charlestown, Chesapeake, Havre de Grace, Halls ✕ Roads, Harford and Little Gun Powder to Baltimore, 98 miles and back, daily, in 4 horse post coaches.

Leave Philadelphia every day at 6 a m arrive at Baltimore the next day by 5 a m.

Leave Baltimore every day at 1 p m arrive at Philadelphia the next day by 11 a m.

NOTE.—*Proposals will be received for carrying this mail by steam boats, to run through each way in 17 hours; during the running of which, it must be transported daily, in stages between Philadelphia and Elkton, and three times a week between Elkton and Baltimore. While the mail is not transported in steam boats, Newark may be supplied by a daily cross mail from Christiana, 4 miles.*

1372. From Baltimore by Elk Ridge Landing, Waterloo, Vansville and Bladensburgh to Washington, D C 38 miles and back, daily, in 4 horse post coaches.

Leave Baltimore daily at 6 a m arrive at Washington by 11 a m.

Leave Washington daily at 7 a m arrive at Baltimore by noon.

1373. From Washington, D C to Georgetown, 2 miles, twice a day.

The first mail to leave Georgetown so early in the morning as to arrive at Washington before the departure of the northern mail, and return to Georgetown by 6 a m or as soon as the southern mail can be received.

The second mail to leave Washington immediately after the arrival of the northern mail, and return to Washington within forty-five minutes.

1374. From Queenstown by Wye Mills, Hillsborough, Denton, Burrsville, Vernon, Del. Williamsville and Milford to Frederica, 50 miles and back, twice a week; one trip to run as above, and the other go and return via Greensborough and Whiteleysburgh between Denton and Williamsville, increasing the second trip to 60 Miles and back.

Leave Queenstown every Monday and Friday at 4 a m so as to connect at Wye Mills with the mail from Easton for Wilmington, arrive at Frederica next days by 10 a m.

Leave Frederica ever Wednesday and Saturday at 1 p m arrive at Queenstown next days by 4 p m.

1375. From Easton by Federalsburgh, Cannon's Ferry, Del. and Seaford to Laurel, 41 miles and back, once a week.

Leave Easton every Wednesday at 5 a m arrive at Laurel same day by 7 p m.

Leave Laurel every Thursday at 5 a m arrive at Easton same day by 7 p m.

1376. From Cambridge by Big Mills, Vienna, Barren Creek Springs, Salisbury, Princess Anne and Kingston to Snow Hill, 80 miles and back, twice a week.

Leave Cambridge every Sunday at 8 a m and Wednesday at 5 a m arrive at Snow Hill every Monday by noon, and Thursday by 6 p m.

Leave Snow Hill every Monday at 11 a m and Friday at 5 a m arrive at Cambridge every Tuesday by 9 p m and every Saturday by 5 p m.

1377. From Barren Creek Springs by Quantico and White Haven to Princess Anne, 29 miles and back, twice a week.

Leave Barren Creek Springs every Sunday and Wednesday immediately after the arrival of the mail from Cambridge, arrive at Princess Anne same days by the time of the arrival of the mail from Cambridge by Salisbury.

Leave Princess Anne immediately after the arrival of the mail, each trip, from Snow Hill, arrive at Barren Creek Springs, same days by the time of the arrival of the mail from Princess Anne by way of Salisbury.

1378. From Easton to St. Michaels, 11 miles and back, twice a week.

Leave Easton every Tuesday and Thursday after the arrival of the mail from Queenstown, say 3 p m arrive at St. Michaels same day by 6 p m.

Leave St. Micheals every Tuesday & Thursday at 11 a m and arrive at Easton same days by 1½ p m in time to meet the mail from Queenstown for Cambridge.

1379. From Annapolis by Broad Creek, Queenstown, Wye Mills, Easton and Trapp to Cambridge 54 miles and back, twice a week in stages.

Leave Annapolis every Tuesday and Saturday at 5 a m arrived at Queenstown by 11 a m; leave Queenstown at 1 p m arrive at Cambridge same days by 7 p m.

Leave Cambridge every Wednesday and Monday at 3 a m arrive at Easton by 6½ a m at Queenstown 11 a m and at Annapolis same days by 5 p m.

1380. From Annapolis by West River, Pig Point, Traceys Landing Friendship, Lower Marlborough, Huntingtown and Prince Fredericktown to St. Leonards' 75 miles and back, once a week.

Leave Annapolis every Saturday at 10 a m arrive at St. Leonards the next Monday by noon.

Leave St. Leonards every Monday at 2 p m, arrive at Annapolis the next Wednesday by 4 p m.

1381. From Baltimore to Queenstown, 30 miles and back, twice a week, in packets or steamboats; the preference will be given to steamboats.

Leave Baltimore every Tuesday and Saturday at 5 a m, arrive at Queenstown same day by 11 a m.

Leave Queenstown every Wednesday and Monday at 12 noon, arrive at Baltimore same days by 7 p m.

1382 From Baltimore, by Sweetzer's bridge and Brotherton, to Annapolis, thirty miles and back, daily in stages.

Leave Baltimore every day at 6 a m, arrive at Annapolis by 12 noon.

Leave Annapolis every day at 5 a m, arrive at Baltimore same day by 11 a m.

1383. From Port Deposit by Rowlandsville to Conewingo, 8 miles and back, three times a week

Leave Conewingo every Monday, Wednesday, and Friday at 6 a m, arrive at Port Deposit same days by 8 a m.

Leave Port Deposit every Monday, Wednesday and Friday at 10 a m, arrive at Conewingo same days by 12 noon.

1384. From Harford by Spestutia to Michaelville, 9 miles and back, once a week.

Leave Harford every Saturday at 9 a m arrive at Michaelville same day by 11 a m.

Leave Michaelville every Saturday at 11 1-2 a m, arrive at Harford same day by 1 1-2 p m.

1385. From Baltimore by Rock Hall to Chestertown, 43 miles and back, three times a week.

Leave Baltimore every Tuesday, Thursday and Saturday at 8 a m, arrive at Chestertown same days by 8 p m.

Leave Chestertown every Monday, Wednesday and Friday at 6 a m, arrive at Baltimore same days by 6 p m.

1386. From Baltimore by Randallstown, Freedom, Dennings, Sam's Creek and New Windsor, to Uniontown, 41 miles and back, twice a week.

Leave Baltimere every Tuesday and Friday at 6 a m, arrive at Uniontown same days by 7 p m.

Leave Uniontown every Monday and Thursday at 5 a m, arrive at Baltimore same days by 6 p m.

1387. From Baltimore by Golden, Hereford, Weisesburgh, Shrewsbury, Pa. Logansville, York, Wrightsville, Columbia and Mountville to Lancaster, 70 miles and back, daily, in 4 horse post coaches.

Leave Baltimore every day at 2 a m, arrive at York by 2 p m, and at Lancaster same day by 6 p m.

Leave Lancaster every day at 6 a m, arrive at York by 10 a m, and at Baltimore same day by 8 p m.

1388. From Baltimore by Pikesville, Reistertown, Westminster, Union Mills, Petersburgh, Gettysburgh, & Fayetteville to Chambersburgh, 77 miles and back, daily, in four horse post coaches.

Leave Baltimore every day at 4 a m, arrive at Chambersburgh same day by 9 p m.

Leave Chambersburgh every day at 2 a m, arrive at Baltimore same day by 8 p m.

1389. From Baltimore by Catonsville, Elicot's Mills, Brown's Tavern, West Friendship, Cooksville, Lisbon, Poplar Spring, Pansville, N. Market; Fredericktown, Middletown, Boonsboro', Funkstown, Hagerstown, Clear Spring, Park Head, Hancock, Bevansville and Flint Stone to Cumberland, 137 miles and back, daily, in 4 horse post coaches.

Leave Baltimore every day at 5 a m, arrive at Fredericktown by 2 p m, at Hagerstown same day by 7 p m, and at Cumberland next day 6 p m.

Leave Cumberland every day at 5 a m, arrive at Hagerstown same day by 8 p m, at Fredericktown next day by 6 a m, and at Baltimore same day by 4 1-2 p m.

1390. From Washington, D. C. by Georgetown, Rockville, Md. Middlebrook, Clarksburgh and Hyatstown to Frederick, 43 miles and back, daily, in 4 horse post coaches.

Leave Washington City every day at 2 a m arrive at Frederick same day by 1 p m.

Leave Frederick every day at 10 a m arrive at Washington same day by 7 p m.

1391. From Westminster by Uniontown, Taneytown, Emmitsburgh, Waynesborough Pa. Quincy and Jackson Hall to Chambersburgh, 54 miles and back, twice a week, in 2 horse stages.

Leave Westminster every Tuesday and Friday at 11 a m, arrive Emmitsburgh same days by 7 p m; leave Emmitsburgh every Wednesday and Saturday at 6 a m, arrive at Chambersburgh same days by 4 p m.

Leave Chambersburgh every Monday and Thursday at 8 a m, arrive at Emmitsburgh same days by 6 p m, leave same next days at 5 a m and arrive at Chambersburgh same days by 10 a m.

1392. From Bel-Air to Harford, 8 miles and back, twice a week.

Leave Bel-Air every Wednesday and Saturday at 6 a m, arrive at Harford same days by 8 a m.

Leave Harford every Wednesday and Saturday at 9 a m, arrive at Bel-Air same days by 11 a m.

1393. From Herbert's X Roads by Darlington and Conewingo to little Britain, Pa. 19 miles and back, once a week.

Leave Herbert's X Roads every Tuesday after the arrival of the mail from Baltimore, say 2 p m, arrive at Little Britain same day by 8 p m.

Leave Little Britian every Tuesday at 5 a m, arrive at Herbert's X Roads, by 11 a m.

1394. From Wiesburgh to Union Meeting House, 6 miles, once a week.

Leave Wicsesburgh every Wednesday after the arrival of the mail from Baltimore, arrive at Union Meeting House in 1 1-2 hours, and return to Wieseburgh the same day within 2 hours.

1395. From Reistertown by Hampstead, Manchester, Hanover Pa. Abbottstown East Berlin, York Sulpher Springs and Papertown o Carlisle, 58 miles and back, daily, in stages from June 15 to October 1 in each year, and twice a week in stages the remainder of the year.

Leave Reistertown every Monday and Thursday at 8 a m the mail from Baltimore having arrived, arrive at York Sulpher Springs same days by 8 p m, and at Carlisle next days by 9 a m.

Leave Carlisle every Tuesday and Friday at 2 p m, arrive at York Sulpher Springs same days by 6 p m.

Leave same next days at 5 a m and arrive at Reistertown same days in time for the stage from Gettysburgh, for Baltimore.

1396 From Hagerstown by Cavetown, Smithsburgh, Brownsville Sabillesville and Mechanicstown, to Graceham, 24 miles and back, once a week.

Leave Hagerstown every Wednesday at 4 a m, arrive at Graceham, same day by 11 a m.

Leave Graceham every Wednesday at 1 p m, arrive at Hagerstown same day by 8 p m.

1397. From Uniontown by Middleburgh and Double Pipe Creek to Graceham, 15 miles and back, once a week.

Leave Uniontown every Wednesday at 7 a m, arrive at Graceham, same day by 11 a m.

Leave Graceham every Wednesday at 12 noon, arrive at Uniontown same day by 4 p m.

1398. From Frederick by Libertytown, Unionville, Sam's Creek, McKinstry's Mills and Union Bridge to Uniontown, 30 miles and back once a week.

Leave Frederick every Friday at 6 a m, arrive at Uniontown same day by 4 p m.

Leave Uniontown every Saturday at 6 a m, arrive at Frederick same day by 4 p m.

1399. From Frederick by Walkersville, Woodsboro', Middleburgh, Bruceville, Taneytown, Petersburgh, Pa. Hanover and Pigeon Hill to York, 62 miles and back, twice a week in two horse stages.

Leave Frederick every Monday and Thursday at 6 a m, arrive at York next days by 12 noon.

Leave York every Tuesday and Friday at 2 p m, arrive at Frederick next days by 7 p m.

1400. From Frederick by Newtown Trap, Petersville, Knoxville, Harper's Ferry, Va. and Charlestown, Middleway and Brucetown to Winchester, 50 miles and back 3 times a week, in 4 horse post coaches.

Leave Fredericktown every Tuesday, Thursday and Saturday at 5 p m, arrive at Winchester the next days by 12 noon.

Leave Winchester every Tuesday, Thursday and Saturday at 1 p m, arrive at Fredericktown next days by 10 a m.

1401. From Frederick by Buckeyestown, Cotocton and Noland's Ferry to Leesburgh, 24 miles and back, once a week.

Leave Frederick every Friday at 2 p m, arrive at Leesburg same day by 8 p m.

Leave Leesburgh every Friday at 4 a m arrive at Frederick same day by 12 noon.

1402. From Frederick to Wolfsville, 17 miles and back once a week.

Leave Frederick every Wednesday at 6 a m arrive at Wolfsville by 11 a m.

Leave Wolfsville every Wednesday at 12 noon, arrive at Frederick same day by 5 p m.

1403. From Cumberland by Cresapstown and Dawsons to Westernport, 24 miles and once a week.

Leave Cumberland every Wednesday at 5 a m arrive at Westernport same day by 12 noon.

Leave Westernport every Wednesday at 1 p m arrive at Cumberland same day by 8 p m.

1404. From Cumberland to Old town, 15 miles and back, once a week.

Leave Cumberland every Wednesday at 6 a m arrive at Old Town by 10 a m.

Leave Old Town every Wednesday at 11 a m arrive at Cumberland same day by 3 p m.

1405. From Hagerstown to Williamsport, 6 miles and back three times a week.

Leave Hagerstown every Monday, Wednesday and Friday at 11 a m arrive at Williamsport same days by 12 1-2 p m.

Leave Williamsport same days at 1 p m arrive at Hagerstown by 3 p m.

1406. From Newtown Trap, by Burkettsville and Crampton's Gap to Sharpsburgh, 15 miles and back once a week.

Leave Newtown Trap every Thursday at 6 a m arrive at Sharpsburgh same day by 11 a m.

Leave Sharpsburgh every Thursday at 1 p m arrive at Newtown Trap same day by 6 p m.

1407. From Rockville by Darnestown, Dawsonville, Poolsville, Barnesville and Conrad's Ferry to Leesburgh, Va. 38 miles and back, once a week.

Leave Rockville every Thursday at 4 a m arrive at Leesburgh same day by 6 p m.

Leave Leesburgh every Friday at 4 a m arrive at Rockville same day by 6 p m.

1408. From Washington, D. C. by Simpsonsville, Md. Brownsboro', Colesville, Sandy Spring, Mechanicsville, Brookville, Triadelphia, Unity and Goshen Mills to New Market, 54 miles and back, once a week.

Leave Washington every Thursday at 6 a m arrive at New Market every Friday by 10 a m.

Leave New Market every Friday at 2 p m arrive at Washington every Saturday by 6 p m.

1409. From Washington, D C by Long Old Fields, Md. Upper Marlboro', Queen Anne and Davidsonville to Annapolis, 38 miles and back, three times a week, and during the session of the Legislature, six times a week, in 4 horse post coaches.

Leave Washington every Monday, Wednesday and Friday at 7 a m arrive at Annapolis same days by 5 p m.

Leave Annapolis every Tuesday, Thursday and Saturday at 5 a m arrive at Washington same days by 3 p m.

1410. From West River to Queen Anne 6 miles, twice a week.

Leave West River every Tuesday and Thursday at 6 1-2 arrive at Queen Anne same days by 8 a m.

Leave Queen Anne every Tuesday and Thursday after the arrival of the mail from Annapolis, say 10 a m arrive at West River same days in 2 hours.

1411. From Bladensburgh to Magruder's 9 miles and back, twice a week.

Leave Bladensburgh every Monday and Thursday 9 a m arrive at Magruder's by 11 a m.

Leave Magruder's same days at 11 1-2 a m arrive at Bladensburgh by 2 p m.

1412. From Georgetown, D C by Washington, Piscataway, Md. Pleasant Hill, Port Tobacco, Allen's Fresh, Newport, Chaptico, St. Clement's Bay, Leonardtown, Great Mills and St. Inigoes to the Ridge, 99 miles and back, between Georgetown and Leonardstown, 67 miles, twice a week in 4 horse post coaches and once a week between Leonardtown and the Ridge, 32 miles.

Leave Georgetown every Monday and Thursday 6 a m arrive at Leonardtown next days by noon.

Leave Leonardtown every Tuesday and Friday at 2 p m arrive at Georgetown next days by 7 p m.

Leave Leonardtown every Wednesday at 6 a m arrive at the Ridge same day by 4 p m.

Leave the Ridge every Thursday at 6 a m arrive at Leonardtown same day by 5 p m.

1413. From Port Tobacco to Nanjemoy, 15 miles and back, once a week

Leave Port Tobacco every Tuesday at 6 a m arrive at Nanjemoy same day by 10 a m.

Leave Nanjemoy every Tuesday at 11 a m arrive at Port Tobacco same day by 3 p m.

1414. From Allen's Fresh to Harris' Lot 9 miles and back, once a week.

Leave Allen's Fresh every Tuesday at 7 a m arrive at Harris' Lot by 9 a m.

Leave Harris' Lot every Tuesday at 10 a m arrive at Allen's Fresh same day by 12 noon.

1415. From Upper Marlboro' by Nottingham, Horsehead, Aquasco, Benedict, Charlotte Hall, Chaptico, Somerset and Fenwick's Tavern to Allstan's 67 miles and back, twice a week between Upper Marlboro' and Nottingham, 9 miles, and once a week the remainder of the route.

Leave Upper Marlboro' every Monday and Thursday at 1 p m arrive at Nottingham by 3, at Chaptico, on Tuesday by 3 p m and at Allstans on Wednesday by 8 a m.

Leave Allstanns every Wednesday at 9 a m arrive at Chaptico by 2 p m, at Nottingham on Thursday by 2 p m and at Upper Marlboro' on Monday and Thursday by 6 p m.

1416. From Port Tobacco by Bryantown to Benedict, 22 miles and back, once a week.

Leave Port Tobacco every Tuesday at 5 a m arrive at Benedict the same day by 11 a m.

Leave Benedict every Tuesday at 1 p m arrive at Port Tobacco same day by 7 p m.

NOTES.

1. The Postmaster General reserves the right to expedite the mails, and to alter the times of their arrival and departure, at any time during the continuance of the contract, by giving an adequate compensation, never exceeding a *pro rata* allowance, for any extra expense which such alteration may require.

2. Seven minutes shall be allowed for opening and closing the mail at each office, where no particular time shall be specified, but the Postmaster General reserves to himself the right of extending the time.

3. For every ten minutes delay in arriving at any point after the time prescribed in any contract, the contractor shall forfeit five dollars. If the delay shall continue beyond the time for the departure of any pending mail, the forfeiture shall be equal to twice the amount allowed for carrying the mail one trip. If it be made to appear that the delay was occasioned by unavoidable accident, of which the Postmaster General shall be the judge, the forfeiture may be reduced to the amount of pay for a trip, but in no case can that amount be remitted. The forfeitures are otherwise unconditional, and will in all cases be enforced.

4. Persons who make proposals will state their prices by the year, payments to be made quarterly; in the months of May, August, November and February, one month after the expiration of each quarter.

5 None but a free white person shall be employed to carry the mail.

6. Proposals should state whether the person proposes to carry the mail in a 4 horse coach, a 2 horse stage, or otherwise.

7. If the person offering proposals wishes the privilege of carrying newspapers, out of the mail, he must state it in his bid; otherwise, he cannot enjoy that privilege.

8. Proposition for any improvements in transporting the mail, as to the *manner* of carrying, *increase of expedition*, *extension* of routes, *frequency* of trips, or any other improvements, are invited to be stated in the proposals, and will be duly considered.

9. The number of the route, and its beginning and termination, as advertised, should be stated in every bid, and the proposals must be sealed, directed to the "General Post Office, Office of Mail Contracts;" and superscribed *Proposals*."

The following is a proper form for a proposal:

"I will convey the mail, agreeably to advertisment, on route No. , from to for the yearly compensation of dollars

He must state the place of his residence; and if not a contractor, he must accompany his bid with satisfactory recommendations.

10. The distances, as stated, are believed to be substantially correct; but if any mistakes have occurred in relation to them, no increase of compensation will be allowed on that account. The contractor will inform himself on that point.

11. The Postmaster General reserves the right of annulling any contract whenever repeated failures to arrive within the contract time shall occur; or whenever one failure shall happen amounting to the loss of a trip; or whenever any direction which he may give shall not be promptly obeyed.

12. In every case where the mail is transported in stages and the present contractor shall be underbid, and the underbidder shall not have such stage property as may be necessary for the performance of the contract, he shall purchase from the present contractor, at a reasonable valuation, the whole or any part of the stage property, including horses, that may be suitable for the service, and make payment for the same by reasonable instalments. Should they not agree as to the suitableness of the property, its value, the terms of payment, and its security, each may choose a person, who may appoint an umpire, and their decision shall be final; or if the underbidder declines to do this, the Postmaster General will name the umpire. This will be made the condition of any bid under that of a present contractor; and should the underbidder fail to comply, his bid will be offered to the present contractor; but should he decline it, the proposal of the underbidder will be accepted unconditionally.

13. No bid shall be withdrawn after the time for receiving it has expired; and should any person refuse to take a contract at his bid, he shall forfeit all other contracts that he may have with the Department, and be held responsible for all damage that may result from his failure to comply.

14. No contract nor bid can be transferred without the special and written approbation of the Postmaster General; and an assignment of a contract, or bid, without his consent, first obtained in writing, shall forfeit it. This rule will never be departed from.

15. If a contractor or his agent shall violate the Post Office Law, or shall transmit commercial intelligence by express more rapidly than the mail, his contract shall be forfeited; and in all cases, when a contractor shall run a stage, or other vehicle, more rapidly or more frequently than he is required by contract to carry the mail, he shall give the same increased celerity and frequency to the mail, (unless the Post Master General shall otherwise direct,) and without increase of compensation.

16. The Post Master General reserves the right of curtailing or of discontinuing any route, when, in his opinion, the public interest shall require it: and in such case the contract shall cease, so far as relates to the part curtailed, or to the whole, if discontinued—an allowance of one month's extra pay being made the contractor.

17. All contracts for routes embraced in this advertisement shall commence on the first day of January next, and continue four years.

Decisions on bids will be made known on the 4th day of October next.

WM. T. BARRY,
Post Master General.

GENERAL POST OFFICE DEPARTMENT,
June 23, 1831.

july 5 1awSept. 25

EASTON PACKET.

THE subscriber takes the liberty of informing the public that he has taken the Granary and wharf of Messrs. Kerr and Goldsborough, as also that new substantial and fast sailing boat,

The Schooner ARIEL,

which he intends running as a regular packet from this place to Baltimore. The ARIEL will leave Easton Point every *Wednesday* morning, at nine o'clock, A. M. returning will leave Baltimore on every *Saturday* morning at the same hour. The Ariel is now in complete order for the reception of freights and passengers, and can go to and from Btimore as quick as any sail boat that sails our bay; as I have been employed for the last six years in the packeting business from this place, I flatter myself that it will be in my power to give general satisfaction to all freighters that may entrust their freights to me. The schooner Ariel will be commanded by Capt. Thomas P. Townsend, who is well known for his industry and sobriety, and with whom I have no doubt the public will be pleased. All orders given to the subscriber, or left at Doctor Thomas H. Dawson's Drug Store, in Easton, will be faithfully attended to, by

The public's obedient servant,
SAMUEL H. BENNY.

march 8

CLARK'S OFFICE,

BALTIMORE, July 1st, 1831.

REPORT of the Drawing of the Maryland State Lottery, No. 4, for 1831.

No. 10418* (even No.) the Cap. prize of			$10,000
18621*	A PRIZE OF		2,000
6602	Do		1,000
18347*	Each Prizes of		
10519*			
11064*	Do		
8196			
3494*	Do		
9656*			
11834*	12353*	Do	
2677*	5965*		
14516*	5921*		
13705*	4715*	Do.	
12888*	4195*		
15469*	16482*		

With 20 prizes of $20; 200 of $4, and 10,000 of $1 50 cents each.

☞No. 10418, an even number, having drawn the Capital Prize; agreeably to the Scheme therefore, all the even numbers being those ending with 2, 4, 6, 8 or 0, are each entitled to one dollar and fifty cents in addition to whatever prizes they may have drawn besides.

☞All marked thus (*) sold at CLARK'S.

MARYLAND STATE LOTTERY, No. 5, for 1831.—Odd and Even System.—To be drawn in Baltimore, on THURSDAY, the 28th of July.

HIGHEST PRIZE, 10,000 DOLLARS.

SCHEME:

1 prize of	$10 00	4 prizes of	$100
1	2,000	8	50
1	1,000	20	20
2	500	200	4
2	300	10000	1 50
2	200		

Half Tickets, One Dollar.—Quarters, Fifty Cents. To be had at

CLARK'S

Offices, N. W. corner of Baltimore and Calvert, N. W. corner of Baltimore and Gay, N. E. corner of Baltimore and Charles-sts.

☞Where the Highest Prizes in the State Lotteries have been oftener sold, than at any other Office!!!

, Orders either by mail (post paid) or private conveyance, enclosing the Cash or prizes, will meet the same prompt and punctual attention as if on personal application. Address to

JOHN CLARK,
Lottory Vender, Baltimore.

july 5

TRUSTEE'S SALE.

BY Virtue of a decree of Caroline county Court in its equity character, will be offered at public sale on the premises on SATURDAY the sixth of August next, at 12 o'clock, ALL THE REAL ESTATE of the late Frederick Purnell, containing one thousand and eighty seven acres of land. This property all lies contiguous and will be sold altogether, or divided to suit purchasers, which will be made known on the day of sale. The improvements on this property are extensive and in good order. The terms of sale will be, that the purchaser or purchasers shall give obligation to the trustee, with good security, for the purchase money, payable one third in nine months, one third in eighteen months, and the other third in twenty-four months, with interest from the sale. The creditors are notified to file their claims in legal form in six months from the sale with the Clerk of Caroline county Court.

THO. B. TURPIN, Trustee.

July 5

LIST OF LETTERS

REMAINING in the Post Office at Easton Md. on the first of July, 1831, which if not called for before the first of October, 1831, will be forwarded to the General Post Office, as dead letters.

☞Persons inquiring for letters in this list, are requested to say they are advertised, they may otherwise not receive them.

A.
A. Z.

B.
Jacob Bromwell,
Bennett Buckley,
Margaret Benny,
Mary Benson,
Capt. John Bradley,

C.
Clerk of Court of Appeals,
James Chapman,
Thomas Coward,
Isaac Conley,
J. W. Cristfield,
Levin Craft,
Seth Carmain,
John Clark,
John Crandall,

D.
John Dawson,
Nicholas Dawson,
Priscilla Denby,
Washington Dorrell,
Gen. Sol. Dickinson,

E.
Anna M. Earle,
Samuel Easton,

F.
Kitturah Fairbank,
David Fairbank,

G
Mr. Goldsborough,
Nancy Gibson,
Chas. Goldsborough,
Robert Gin,

H.
Rev. Manlove Hazel,
Ann Hendley,
Sam'l Harrison,
Alex. B. Harrison,
Sarah Hooper,
Capt. Jno. A. Horney,

J.
George Jefferson,
Samuel Jackson,
Flora Jones

K.
Dr. Sam'l T. Kemp,
Mary Ann Kemp,
Sarah Kemp,
William Kemp,
John Kite,

L.
Rev. J. L. Lenhart,
Jacob Loockerman,

M.
John McCauley,
James McNeal,
Daniel Morgan,

N.
Joseph H. Nicholson,
Skinner Newnam,
John Newnam,

O.
Ann Orem,

P.
Eliza A. Parrott,
Geo. W. Parrott,

R.
Lambert Reardon,
Ennalls Roszell,
Wm. C Ridgaway,
Ignatius Rhodes,
Jacob Reese,
William Ramsay,

S.
Julia Ann Stevens,
Caleb Smith,
Mary Ann Steward,
Almira Scull,
Nancy Smith,
Wm. E Shannahan,
Pere W Seward,
Hugh Sherwood,
William Smart,
Isaac Sylvester,
Ann Louisa Sherwood,
Maria Stewart,
Hester Ann Seth,
Dafane Smith,
Caleb Stanfield,
Thomas Sylvester,
Perry W. Steward,
John Stevens, Jr.

T.
Wm. H. Tilghman, 3
Bennett Tomlinson,
Jeremiah Todd,
Francis Thomas,
William B. Taylor,

V.
Jeremiah Valiant, 2
Ann Varnum,

W.
Peter Willis,
Ann Wrightson,
Mr. Webb,
Thomas Watkins. 2

EDWARD MULLIKIN, P. M.

july 5 3w

WOOL.

THE Subscriber will purchase all kinds of AMERICAN WOOL, and is prepared to pay the HIGHEST CASH PRICE for any quantity that may be offered.

WILLIAM BECKLEY,
Corner of Washington Street and the Market place, Easton.

HE HAS ON HAND,
A GENERAL ASSORTMENT OF GOODS, laid in on good terms, which he is SELLING OFF AT COST.

W. B.

May 17

Notice.

Came to the subscriber's farm, on Sunday the 26th. June last, a dark brown mare, 10 years old, about 14 hands high, with a star in her forehead. The owner of the above describedmare, is requested to come forward, prove her, pay charges and take her away.

JOHN FLYNN, Near Hillsborough.

July 5

CASH FOR NEGROES.

THE subscriber agent for Austin Woolfolk of Baltimore, takes this method of acknowledging the many preferences in the purchase of negroes, and wishes the citizens of the Eastern Shore to still continue their preference to him for

FOR ONE HUNDRED

NEGROES,

from the age of twelve to twenty five years, he will give higher prices than any real purchaser that is now in the market, or may hereafter come. Any person having negroes, of the above ages, will do well in giving the preference to SAMUEL REYNOLDS,

who may be found at the Easton Hotel.

nov. 16,

Sheriff's notice.

The subscriber being very desirous of closing the collection of officers' fees now due for the present year, within the time prescribed by law, respectfully requests all persons indebted for the same to call on him at his office in Easton, where he may be found at almost any time, ready for the reception of the same. It is also hoped that those who cannot make a convenient call on him, will very soon be prepared to receive a call from his deputies in the respective districts of this county. The Lawyers, Clerks and Registers &c. do generally expect punctual payment, which makes a speedy collection necessary.

JOSHUA M. FAULKNER Shff.

may 24

Camp Meeting.

A CAMP MEETING will be held on Cambridge Circuit, to commence on Thursday 28th July, and end the following Wednesday. The spot selected for the occasion is situated about half a mile from Cambridge, on the land of the Rev. James Owens.

The ground is high and well shaded, and possesses unusual local advantages, as a site for a Camp Meeting, being situated immediately on Great Choptank river, within half a mile of Cambridge wharf, to which steamboats and other vessels may come with safety. Means of conveyance for baggage may be had at any time, to or from the Ground at a trifling expense. The managers will not allow articles of any kind, whatever, to be sold on the ground, and none need apply for the privilege.

The ministers and members of the Methodist Episcopal church in the adjacent circuits, and all who are friendly to the promotion of religion, are particularly invited to attend.

There will be boarding Tents erected for the accomodation of persons from a distance

MANAGERS.

July 25

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