



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 25th 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, Warwick 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 Waretown.
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, Nazara, Dover, Cambridge, Canterbury, Frederica, Milton, 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 Georgetown 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 arrival 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 stage coaches.
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. 33 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, Hontown, Va. Modestown, 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, Leipsville, Chester, Marcus Hook, Wilmington, Del. Newport, Stanton, 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 11 a 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 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, Vanasile and Bladensburg, 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, Burrowsville, 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 Greensboro and Whiteleysburg 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 every 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 Seafood to Laurel, 41 miles and back, once a week.
Leave Easton every Wednesday at 5 a m arrive at Laurel next day by 4 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, Samsbury, Princess Anne and Kingston to Snow Hill, 80 miles and back, twice a week.
Leave Cambridge every Sunday at 3 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. Michaels every Tuesday & Thursday at 11 a m and arrive at Easton same days by 11 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 arrive 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 11 a m and 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, Huntingdon and Prince Fredericktown to St. Leonards, 76 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 5 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 Rowlandville to Conowingo, 8 miles and back, three times a week.
Leave Conowingo 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 Conowingo same days by 12 noon.
1384. From Harford by Spetusta 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 p 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 6 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, Freeston, Dennings, Sam's Creek and New Windsor, to Uniontown, 41 miles and back, twice a week.
Leave Baltimore 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, Westborough, Shrewsbury, Pa. Logansville, York, Wrightsville, Columbia and Mount Union 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.
1388. From Baltimore by Pikesville, Reisterstown, 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, Elicott's Mills, Brown's Tavern, West Friendship, Cooksville, Esbon, Poplar Spring, Pansville, N. Market, Fredericktown, Middletown, Boonsboro, Funkstown, Hagerstown, Clear Spring, Park Head, Hancock, Beransville 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 6 p m, at Fredericktown next day by 6 a m, and at Baltimore same day by 1 1/2 p m.
1390. From Washington, D. C. by Georgetown, Rockville, Md. Middlebrook, Clarksburg and Hyattstown 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 4 horse stages.
Leave Westminster every Tuesday and Friday at 11 a m, arrive at 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 5 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, 2 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 Conowingo, 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 Britain 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 Wiesburgh every Wednesday after the arrival of the mail from Baltimore, arrive at Union Meeting House in 1 1/2 hours, and return to Wiesburgh the same day within 2 hours.
1395. From Reisterstown by Hampstead, Manchester, Hanover, Pa. Abbotstown East Berlin, York Sulpher Springs and Papertown to Carisville, 55 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 Reisterstown 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 Carisville next days by 9 a m.
Leave Carisville 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 Reisterstown same days in time for the stage from Gettysburgh, for Baltimore.
1396. From Hagerstown by Cavetown, Smithsburg, Brownsville, Sablesville and Mechanicstown, to Gracemah, 24 miles and back, once a week.
Leave Hagerstown every Wednesday at 4 a m, arrive at Gracemah, same day by 11 a m.
Leave Gracemah 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 Gracemah, 15 miles and back, once a week.
Leave Uniontown every Wednesday at 7 a m, arrive at Gracemah, same day by 11 a m.
Leave Gracemah 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. Hancock 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 9 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 Bructown to Winchester, 50 miles and back 3 times a week, in 4 horse post coaches.
Leave Frederick 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 Frederick next days by 10 a m.
1401. From Frederick by Bickelystown, Cotocan and Noland's Ferry to Leesburgh, 24 miles and back, once a week.
Leave Frederick every Friday at 2 p m, arrive at Leesburgh 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 Wellsville, 17 miles and back once a week.
Leave Frederick every Wednesday at 6 a m, arrive at Wellsville by 11 a m.
Leave Wellsville every Wednesday at 12 noon, arrive at Frederick same day by 5 p m.
1403. From Cumberland by Cresaptown and Dawson's to Westport, 24 miles and back once a week.
Leave Westport 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 8 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 8 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 Simpsonville, Md. Brownsboro, Colleville, Sandy Spring, Mechanicsville, Brokeville, Triadell, Unity and Goshelm, 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 9 p m arrive at Washington every Saturday by 6 p m.
1409. From Washington, I C by Long Old Fields, Md. Upper Marlboro, Queen Anne and Davidsonville, to Annapolis, 39 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 8 p m.
1410. From West River to Queen Anne 6 miles, twice a week.
Leave West River every Tuesday and Thursday at 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 Bladensburg to Magruder's 9 miles and back, twice a week.
Leave Bladensburg 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 Bladensburg 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. Iniges to the Ridge, 99 miles and back, between Georgetown and Leonardtown, 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 8 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, Hershhead, Aquasco, Benedict, Charlotte Hall, Chaptico, Somerset and Fenwick's Tavern to Allston'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 p m, on Tuesday by 3 p m and at Allston on Wednesday by 8 a m.
Leave Allston 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.
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 occasion.
2. Seven minutes shall be allowed for opening and closing the mail at each office, when 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 pro rata allowance, for any occasion 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 quarterly, in the months of May, August, November and February, one month after the expiration of each quarter.
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 in his bid; otherwise, he cannot enjoy that privilege.
8. Proposals for any improvements in transporting the mail, as to the manner of carrying, increase of expeditions, extension of routes, are invited, and if any other improvements, are invited, as 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 advertisement, 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 does not have such stage property as may be necessary for the performance of the contract, 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 instalment of the property, its value, the terms of payment, and its security, each may choose their decision; and if the contractor and the bidder decline 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 what that new substantial and fast sailing boat.

The Schooner ARIEL,
which he intends running as a Baltimore Packet from this place to Baltimore. The ARIEL will leave Easton Point every Wednesday morning at 10 o'clock, A. M. returning will leave Baltimore every Saturday morning at the same hour. The Ariel is now in complete order for reception of freights and passengers, and can go to and from Baltimore as quick as any sail boat that sails our bay; as I have been employed for the last six years in the packing 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. Town send, 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

UNION TAVERN,
EASTON, MARYLAND.

1831.
THE Subscriber begs leave to inform his friends and the public in general, that he has removed from Cambridge, District of Columbia, where he has been engaged for nearly twelve years in keeping a public house, and has the gratifying assurance of his friends and customers in that place, as well as those travelling through, who favoured him with a call that heretofore he has given general satisfaction.
He has taken that large and commodious house in Easton, Talbot county, so well known as the Union Tavern, on the corner of Washington and Goldsborough streets, immediately opposite the Bank, in the most fashionable and pleasant part of the town, within a few steps of the Court House, and immediately adjoining the office of the Hon. John Leeds Kerr and nearly opposite to that of the Hon. William Hayward, Jun.
He is still further gratified in assuring the public that he has many advantages that he never before had, viz: A much more splendid like population, in the world, and with his knowledge of his business, and a disposition to please, he flatters himself he shall receive a liberal share of the patronage of the public. Private parties can always be accommodated, and every exertion will be made to make all comfortable that give him a call.
WILLIAM C. RIDGAWAY.
may 10

The Steamboat
MARLAND.
Will continue the same routes as last year, until further notice, viz: leaving Baltimore on Tuesday and Friday mornings at 7 o'clock for Annapolis, Cambridge and Easton; leave Easton on Wednesday and Saturday mornings at 7 o'clock, for Cambridge, Annapolis and Baltimore; leave Baltimore on Monday mornings at 6 o'clock for Chestertown, by Cornica landing, and return the same day. Passage and fare the same as last year.
LEMUEL G. TAYLOR, Captain.
march 22

REMOVAL.
A. T. BAXTER, GUN SMITH, has removed from his former residence in Market Space, to No. 67 Pratt st. near Commerce at where he has made such arrangements as will enable him to carry on his business in an extensive manner; and by unremitted attention hopes to receive a continuance of Public patronage. He has on hand an assortment of single and double barreled GUNS, flint and percussion; POWDER, CANNON BALLS, Shot bags, Percussion caps, Wad cutters, chargers, Nipple wrenches, Washrods, Screw drivers, and every other article for the Sportsman's use.
Also, several tons of CANNON BALLS assorted from 3 to 32 lb. each, will be sold on such terms as cannot fail to please. Ships supplied with Muskets, Cutlasses, Boarding Pikes, and Cartridges at the shortest notice.
The Independent Citizen, Bel-Air; Republican, Annapolis; Whig, Easton; Press, Elkton; Telegraph, Chestertown; Village Herald, Princess Anne, will publish the above to the amount of two dollars each, and charge American office.
Baltimore, June 3—14 7w

Wool & Sheep-Skins.

RHODES, KENNARD & LOVEDAY, are wishing to purchase the above articles to some extent, and will give the highest market prices, either in goods or money.
They have just received, and offer for sale, a very superior paste-blackening; its application is said to produce fine and permanent gloss, at the same time, that it is found to preserve and tender all kinds of leather completely water-proof.
June 7 th

A SPECULATION.
Something curious, and worthy attention.
From the great success attending the late Club, S. J. SYLVESTER, Licensed Lottery Broker, 130 BROADWAY, New-York, respectfully submits the following plan to his friends in this section of the country:
The NEW YORK, Extra Class, No. 18, will be drawn 21st SEPTEMBER. 36 Numbers, —6 drawn Ballots. The chief Prizes are \$50,000, \$40,000, \$30,000, \$20,000, \$10,000, \$5,880, &c. &c.
It is the intention of S. J. Sylvester to club
25 Packs Whole tickets, 300 300
35 do. Halves 420 210
40 do. Quarters 480 120
Tickets 630 at \$1640 080
100 Shares, at \$100 90 \$10,080
630 Tickets must draw \$4280,
100 Shares, each \$42 80, 4280.
Deducting \$4280 from \$10,080, leaves \$5800, divided into 100 shares, the greatest possible loss will be \$58 each share.
It is certain that Tickets will draw more than the above named sum, but this amount is mentioned as they cannot bring less. Those who remit \$58 in Advance or Prizes, a regular certificate of each Package and Combination Numbers will be forwarded. The Tickets will be lodged in the Bank till after the drawing, and the Prize money immediately divided among the Shareholders. Such a chance seldom occurs to obtain the splendid Capital. The plan has met with so much approbation in New York and Philadelphia, that already 43 shares have been taken.
Messrs. Yates & McIntyre, the Managers will with each Certificate, give a guarantee for the payment of the Prizes.
S. J. SYLVESTER, begs to remark to those who do not know him, that the permission to refer to the Managers, Messrs. Yates & McIntyre; and also, if required, to give the names of the first house a thorough trial of the United States and the Canada. Many will not wish to risk so much. S. J. Sylvester has therefore for sale in the same scheme, Whole Tickets, \$16. Halves \$8, Quarters \$4. All Letters by Mail, meet same attention as on personal application, if addressed
N. B. There are good Schemes drawing every Wednesday, in New York. Those of my distant Patrons wishing to adventure \$5, 10, 20 dollars, or upwards, may depend on having tickets remitted by forwarding their orders by mail. Address as above.
Sylvester's Reporter, Counterfeit Detector, and New York Price Current, published every Wednesday evening, will be sent gratis for 12 months all who deal with Sylvester in addition to the above, it contains Lists of Stocks, Shares, Lists of Broken Banks, Bank Notes, &c. &c. Schemes and Drawings, together with a variety of miscellaneous matter.
July 26

CHEAP NEW GOODS.
Come on! Come on!! ye who want Cheap Goods!
I have just returned from the foreign markets with one of the BEST ASSORTMENT OF GOODS ever opened in this town — which will be disposed of LOWER than can be had at any other Store in Easton. I do not think it necessary to enumerate articles and prices, as those who consult their own interest, will certainly give me a call.
JOHN W. JENKINS.
N. B. FLOUR, of the best quality for family use, lower than it can be had at any house in Easton.
July 5

INTELLIGENCE & AGENCY OFFICE.
No 48 Baltimore street, Baltimore.
THE SUBSCRIBER can at all times obtain the highest prices for SLAVES without being sent out of the State — Also, those for a term of years, such as house servants of good character, can find ready sale. Any commands will be thankfully received and promptly attended to — charges moderate.
JOHN BUSK.
may 10

The Steamboat
MARLAND.
Will continue the same routes as last year, until further notice, viz: leaving Baltimore on Tuesday and Friday mornings at 7 o'clock for Annapolis, Cambridge and Easton; leave Easton on Wednesday and Saturday mornings at 7 o'clock, for Cambridge, Annapolis and Baltimore; leave Baltimore on Monday mornings at 6 o'clock for Chestertown, by Cornica landing, and return the same day. Passage and fare the same as last year.
LEMUEL G. TAYLOR, Captain.
march 22

CASH.
THE subscriber wishes to purchase from FIFTY TO ONE HUNDRED LIKELY NEGROES,
from ten to twenty five years of age, of both sexes, for which the highest market prices will be given in cash. Apply to the subscriber, or in his absence, a letter left with Mr. S. Lowe, Easton Hotel, or directed to the subscriber at Centreville, will meet immediate attention.
THOS. W. OVERLEY.
nov 16

Job Printing
OF EVERY DESCRIPTION NEATLY AND EXPEDITIOUSLY EXECUTED AT THIS OFFICE.