

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 28th day of September next, inclusive; to be decided on the 4th October.

IN DELAWARE.

1351. From Wilmington to New Castle, St. George's, Summit Bridge, Middletown, Warwick, Head of Sassafras, Georgetown, Roads, Millington, Union House, Chester, town, Saddle's Roads, Church Hill, Centerville, and Wye Mills, to Easton, 87 miles and back, three times a week. Office at Centon to be supplied regularly with the mail, each trip, both ways, from Warwick.

Leave Wilmington every Monday, Wednesday, and Friday, at 1 p m arrive at St. Georges by 4 a m 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, Camden, Canterbury, Frederick, 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 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 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. 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 Millboro', Daysborough, St. Martins, Md. Berlin, Poplar, Newark, Newark, Snow Hill, Sandy Hill, Horntown, Va. Madesntown, 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 Littleton 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, Danville and Bladensburg 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 mornings 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 Georgetown by 4 p m.

1374. From Queenstown by Wye Mills, Hillsborough, Denton, Bursville, Vernon, Del. Williamsville and Milford to Frederick, 50 miles and back, twice a week; one trip to run as above, and the other go and return via Greensborough and Whitesburgh 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 Frederick next days by 10 a m.

Leave Frederick every Wednesday and Saturday at 1 p m arrive at Queenstown next days by 4 p m.

1375. From Easton by Federalburg, 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 Chambersburgh every Monday and Thursday at 5 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 3 a m.

Leave Harford every Wednesday and Saturday at 9 a m, arrive at Bel-Air same days by 10 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 1-2 hours, and return to Wiesburgh the same day within 2 hours.

1395. From Reistertown by Hampstead, Manchester, Hanover Pa. Abbotstown East Berlin, York Sulphur Springs and Papertown to 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 Sulphur 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 Sulphur Springs same days by 6 p m.

Leave Annapolis every Tuesday, Thursday and Saturday at 5 a m arrive at Washington same days by 5 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 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, Mt. Pleasant Hill, Port Tobacco, Allen's Fresh, Newport, Claphico, St. Clement's Bay, Leonardtown, Great Mills and St. Inigoes 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 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 a, Chaptico, on Tuesday by 3 p m and at Allstan's on Wednesday by 8 a m.

Leave Allstans 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 time 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 arrival and departure, at any office, 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 quarterly, 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 in his bid; otherwise, he cannot enjoy that privilege.

8. Proposals for improvements in transporting the mail, or for the extension of routes, frequency of trips, or any other improvements, are invited to be stated in the proposals, and will be fully 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 dollars 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 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 suitability 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 Postmaster General shall otherwise direct), and without increase of compensation.

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.

W. M. T. BARRY,
Post Master General.
GENERAL POST OFFICE DEPARTMENT,
June 23, 1831.
July 5 law Sept. 25

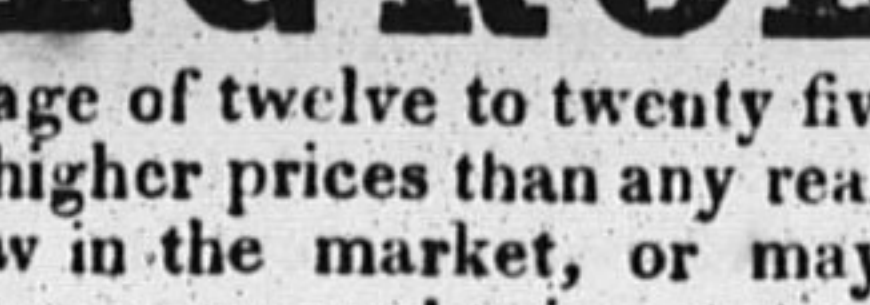
CASE FOR NEGROES
THE subscriber agent for Austin Woolfolk of Baltimore, takes this method of acknowledging the many preferences in the purchase of negroes, and wishes the citizens of the Eastern Shore to still continue their preference to him for

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.

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.

The Steamboat

MARLAND.
Will continue the same routes as last year, until further notice, viz: leaving Baltimore on Tuesday and Friday morning at 7 o'clock for Annapolis, Cambridge and Easton; leaving Easton on Wednesday and Saturday mornings at 7 o'clock, for Cambridge, Annapolis and Baltimore; leaving Baltimore on Monday mornings at 6 o'clock for Chertstown, by Corsica landing, and return the same day.—Passage and fare the same as last year.

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

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 of any house in Easton.

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 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 Shfr.

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

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 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. 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

UNION TAVERN,

EASTON, MARYLAND.
1831
THE Subscriber begs leave to inform his friends and the public in general, that he has removed from Cambridge, Dorchester county, where he has been engaged for near twelve years in keeping a public house, and has the gratifying assurance of his friends and customers in that place, as well as those traveling 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. Will. Iam Haywar, 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 house, and a market equal to any for a 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.

The public's obedient and humble servant,
WILLIAM C. RIDGWAY.


W. C. R.'s STAGES will run to the wharf regularly for the accommodation of passengers from and to the Steamboat Maryland—Passengers carried to any part of the adjacent country at a moment's notice.

The Star and Gazette, Easton; Village Herald, Princes Anne; Messenger, Snow Hill; Times, Centerville; American, Baltimore; and Caroline Intelligencer, Denton, will each insert the above to the amount of two dollars and forward their bills to the subscriber.
march 29 W. C. R.

MARYLAND.
Talbot County Orphans' Court
June Term A. D. 1831.
ON application of William Bullen, Administrator of Thomas Bullen, late of Talbot County deceased,—It is ordered that he give the notice required by law for creditors to exhibit their claims against the said deceased's estate and that the same be published once in each week for the space of three successive weeks in two of the newspapers printed in the town of Easton.

In testimony that the foregoing is truly copied from the minutes of proceedings of Talbot County Orphan's Court, I have hereunto set my hand and the seal of my office, this 18th day of July in the year of our Lord eighteen hundred and thirty one.

JAS. PRICE Regr.
of Wills for Talbot county.

TO THE PUBLIC.
JOHN J. HARROD, Publisher, Baltimore has in the press and will publish in a few days

An Exposition of the late controversy in the Methodist Episcopal Church, exhibiting the true objects of the parties concerned, and the proceedings by which a number of the Ministers and members of said churches in Baltimore, Cincinnati, and other places were expelled—By Rev'd Samuel K. Jennings M. D.

This work in the judgment of those who have perused it in manuscript, is considered well worthy the attentive perusal of the Christian public, as well for the obtaining of a knowledge of the subjects of which it treats as the principles and practices which it develops, and by which some who are esteemed good men, were prompted to unite to effect the pulsion of their brethren from expatriation and arguing out in a periodical paper the right of the members of the Church to be represented in her legislative councils.

The work will embrace about 250 pages, 8 vo. of closely printed long primer matter, on superfine medium paper—the price will be 87 1/2 cents in boards, or \$1 25 bound and lettered, per copy, 25 per cent discount on 10 dozen copies, 25 per cent on 50 copies or upwards.
August 16 31