EASTERN-SHORE WHIG AND PEOPLE'S ADVOCATE.

"THE PRICE OF LIBERTY IS THE PERPETUAL VIGILANCE."

NEW SERIES. EASTON, MARYLAND, TUESDAY, JUNE 4, 1839. VOL. VI-NO 22.

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BY
GEO. W. SHERWOOD
(PUBLISHER OF THE LAWS OF THE UNION.)

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☞ All communications to insure attention should be *post paid*

PROPOSALS

FOR carrying the mails of the United States from the 1st of January, 1840, except as hereinafter stated, to the 30th June, 1844, on the following post routes in Maryland, will be received at the Department until 3 o'clock p m on the 24th day of August next, to be decided by the 7th day of September next.

On routes where the existing contracts have been extended to the 30th June, 1840, the new service, unless it be different from the old, will be made to commence on the 1st July 1840.

1901 From Baltimore, by Halls Cross Roads, Perrymansville, Havre de Grace, Perrysville, Charlestown, North East, Elkton, Newark, Staunton, Newport, Wilmington, Marcus Hook, Chester and Leipersville, to Philadelphia, 97 miles and back daily in railroad cars

Leave Baltimore every day at 9 a m arrive at Philadelphia same day by 4 p m

Leave Philadelphia every day at 1 a m arrive at Baltimore same day by 9 a m

The mail is to be conveyed in a separate car, fitted up under the direction of the Department, for the exclusive use of the mails and post office agent, who is to attend to the delivery and receipt of mails at the intermediate offices

Proposals for carrying a second daily mail are invited

1902 From Baltimore, by Elk Ridge Landing, Savage, Laurel Factory, Beltsville and Bladensburg to Washington, 40 miles and back daily in rail road cars

Leave Baltimore every day at half past 9 a m arrive at Washington same day by 12 m

Leave Washington every day at 6 a m arrive at Baltimore same day by half past eight a m

The mail is to be conveyed in a separate car, fitted up under the direction of the Department, for the exclusive use of the mails and the post office agent, who is to attend to the delivery and receipt of mails at the intermediate offices

Proposals for carrying a second daily mail are invited

1903 From Baltimore by Ellicott's Mills, Woodstock, Marriottsville, Sykeville, Hood's Mills, Ridgeville and Ijamsville; to Frederick, 62 miles and back daily in railroad cars

Leave Baltimore every day at 11 a m arrive at Frederick same day by 6 p m

Leave Frederick every day at 12 p m arrive at Baltimore same day by 7 a m

Proposals to run a second daily mail and to extend it (omiting Frederick) by Buckleytown, Point of Rocks and Knoxville to Harper's Ferry are invited; also, proposals to extend this line to Harper's Ferry

1904 From Baltimore by Catonsville, Ellicott's Mills, Cooksville, Lisbon, Poplar Spring, Ridgeville and New Market, to Frederick, 45 miles and back three times a week in sulkeys

Leave Baltimore every Monday, Wednesday and Friday at 6 a m arrive at Frederick same days by 7 p m

Leave Frederick every Tuesday, Thursday and Saturday at 6 a m arrive at Baltimore same days by 7 p m

1905 From Baltimore, by Pikesville, Owing's Mills, Reisterstown, Finksburgh, Westminster, Union Mills, Littlestown, Pa. Two Taverns, Gettysburgh, Cashtown and Fayettesville, to Chambersburg, 77 miles and back three times a week in four horse post coaches

Leave Baltimore every Tuesday, Thursday and Saturday at 10 a m arrive at Gettysburgh same day by 11 p m and at Chambersburgh next days by 10 a m

Leave Chambersburgh every Tuesday Thursday and Saturday at 4 a m arrive at Baltimore same days by 8 p m

Proposals to carry daily are also invited; also proposals to carry in stages

1906 From Baltimore, by Govanstown, Towsontown, Golden, Hereford, Wiesesburgh, and Maryland Line, to Shrewsbury, Pa. 34 miles and back three times a week

Leave Baltimore every Monday, Wednesday and Friday at 10 a m arrive at Shrewsbury same days by 9 p m

Leave Shrewsbury every Tuesday, Thursday and Saturday at 6 a m arrive at Baltimore same days by 5 p m

1907 From Baltimore, by Brooklandville, Cockeyville, Shrewsbury, Pa and Loganville, to York, 58 miles and back daily in railroad cars

Leave Baltimore every day at 10 1-2 a m arrive at York same day 5 1-2 p m

1908 From Baltimore, by Franklin, Randallstown, Freedom, Porters, Waterloo, Sam's Creek, and New Windsor; to Uniontown, 43 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

1909 From Baltimore, by Rock Hall, to Chestertown, 44 miles and back three times a week; by water to Rock Hall, thence in stages or sulkeys

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

Leave Chestertown every Monday, Wednesday and Friday at 8 a m, arrive at Baltimore same days by 8 p m

Proposals to run the going trip at a later hour, so as to enable the Southern mail to connect, are invited

Proposals to run from Rock Hall to Chestertown only, 10 miles and back, are invited

1910 From Baltimore, by Sweetzer's Bridge and Brotherton, to Annapolis, 30 miles and back daily in sulkey

Leave Baltimore every day at 4 a m, arrive at Annapolis same day by 10 a m

Leave Annapolis every day at 4 a m, arrive at Baltimore same day by 1 a m

Proposals to carry this mail on the Annapolis Railroad will be considered

1911 From Baltimore, by Reisterstown, Hampstead, Manchester, Hanover, Pa. Abbottstown, East Berlin, York Sulphur Springs and Kidderminister, to Carlisle, 59 miles and back twice a week in stages, and six times a week to York Sulphur Springs during the watering season, (say 3 1-2 months)

Leave Baltimore every Monday and Friday at 10 a m, arrive at York Sulphur Springs same days by 8 p m, and at Carlisle next days by 9 a m

Leave Carlisle every Wednesday and Sunday at 6 a m, arrive at Baltimore same days by 11 p m

1912 From Gunpowder Depot, by Little Gunpowder, Kingsville, Long Green Academy, Black Horse Saint James and Wiesesburg, to Union Meeting House, 38 miles and back once a week, with two additional trips to Kingsville

Leave Gunpowder Depot every Wednesday at 11 a m, arrive at Union Meeting House same day by 11 p m

Leave Union Meeting House every Thursday at 5 a m, arrive at Gunpowder Depot same day by 7 p m

1913 From Bell Air to Perrymansville, 12 miles and back six times a week in stages, three of the trips by Abingdon, and three by Churchville

Leave Bell Air every day except Sunday at 4 a m, arrive at Perrymansville same day by 7 a m

Leave Perrymansville every day except Sunday at 12 m, or immediately after arrival of the mail, arrive at Bell Air same day by 3 p m

1914 From Bell Air, by Hickory Tavern, Ro-Ginson's Store and Guetown, to Peach Bottom, a. and return by Dixville, Slate Ridge, Fawn Prove, Pa. and Jannettsville, equal to 17 miles and back once a week

Leave Bell Air, every Friday at 1 p m, arrive at Peach Bottom same day by 7 p m

Leave Peach Bottom every Friday at 6 a m, arrive at Bell Air same day by 12 m

1915 From Rock Run, to Darlington, 4 miles and back twice a week

Leave Rock Run every Monday and Thursday at 3 p m, arrive at Darlington same days by 4 p m

Leave Darlington every Monday and Thursday at 5 p m, arrive at Rock Run same days by 6 p m

1916 From Perryville, by Port Deposit, to Rock Run, 6 miles and back six times a week

Leave Perryville every day except Sunday at 12 m, arrive at Rock Run same day by 2 p m

Leave Rock Run every day except Sunday at 5 a m, arrive at Perryville same day by 7 a m

Proposals to carry in ferry boat from Havre de Grace by Rock Run to Perryville, are invited

1917 from Elkton, by Fayette, Brick Meeting House, Rising Sun, Kirk's Mills, Pa. Oak Hill, and Goshen, Chesnut Level, 29 miles and back twice a week

Leaving Elkton every Monday and Thursday at 9 a m, arrive at Chesnut Level same days by 6 p m

Leave Chesnut Level every Tuesday and Friday at 6 a m, arrive at Elkton same days by 3 p m

1918 From Elkton by Warwick; Head of Sassafras, Georgetown Cross Roads, Charlestown, Church Hill, Centreville, Wye Mills, Easton, and Trappe, to Cambridge, 91 miles and back three times a week in four horse post coaches, with a tri-weekly sulkey mail from Head of Sassafras, by Millington, and Sadler's Cross Roads to Church Hill, 22 miles and back, to be run in due connection.

Leave Elkton every Monday, Thursday, and Saturday after arrival of Eastern and Southern mails, say at 12 m, arrive at Easton next days by 10 a m, and at Cambridge by 5 p m

Leave Cambridge every Monday, Wednesday, and Saturday at 5 a m, and Easton same days at 2 p m, arrive at Elkton next days by 10 a m

Proposals for carrying this mail by Summit Bridge & Middletown will be considered

1619 From Church Hill, by Long Marsh, Bullocktown, and Sowardtown, Del. to Dover, 31 miles and back once a week

Leave Church Hill every Tuesday at 7 a m, arrive at Dover same day by 5 p m

Leave Dover every Wednesday at 6 a m, arrive at Church Hill same day by 3 p m

1920 From Queenstown, by Centreville; Ruthsburgh, Nine Bridges, Greensboro and Willow Grove, to Dover, Del. 40 miles and back once a week.

Leave Queenstown every Friday at 5 a m arrive at Dover same day by 6 p m

Leave Dover every Thursday at 5 a m, arrive at Queenstown same day by 6 p m

1921 From Easton, by Upper Hunting Creek, Federalsburgh, Cannon's Ferry, Del Seaford and Middleford, to Concord, 40 miles and back twice a week

Leave Easton every Wednesday and Saturday at 6 a m, arrive at Concord same days by 6 p m

Leave Concord every Tuesday and Friday at 6 a m, arrive at Easton same days by 6 p m

1922 From Easton, by Royal Oak, to Saint Michaels, 11 miles and back twice a week

Leave Easton every Tuesday and Friday at 11 a m, arrive at Saint Michaels same days by 2 p m

Leave Saint Michaels every Tuesday and Friday at 4 p m, arrive at Easton same days by 7 p m

1923 From Cambridge, by Big Mills, Vienna, Barren Creek Springs, Saulsbury, Princess Ann and Rehoboth, to Snow Hill, 70 miles and back twice a week.

Leave Cambridge every Saturday and Wednesday at 6 a m, arrive at Snow Hill next days by 4 p m

Leave Snow Hill every Monday & Thursday at 6 a m, arrive at Cambridge next days by 4 p m

1924 From Cambridge, by Church Creek and Tobacco Stick, to Robinson's Store, 20 miles and back once a week

Leave Cambridge every Wednesday at 5 a m, arrive at Robinson's Store same day by 12 m

Leave Robinson's Store every Wednesday at 1 p m, arrive at Cambridge same day by 8 p m

1925 From Barren Creek Springs, by Quantico and White Haven, to Princess Ann, 26 miles and back once a week

Leave Barren Creek Springs every Wednesday at 11 a m, arrive at Princess Ann same day by 7 p m

Leave Princess Ann every Thursday at 4 a m, arrive at Barren Creek springs same day 11 a m

1926 From Salsbury, by Derickson's Cross Roads, Cathell's Mills and Whaleysville, to Berlin, 27 miles and back once a week

Leave Saulsbury every Thursday at 8 a m, arrive at Berlin same day by 6 p m

Leave Berlin every Friday at 6 a m arrive at Saulsbury same day by 4 p m

1927 From Princess Ann, by Ford's Store, to S. Mister's, in Somerset county, Md. 15 miles and back once a week

Leave Princess Ann every Friday at 6 a m, arrive at S. Mister's same day by 11 a m

Leave S. Mister's every Friday at 1 p m, arrive at Princess Ann same day by 6 p m

1928 From Princess Ann, by Kingston; to Rehoboth; 15 miles and back once a week

Leave Princess Ann every Wednesday at 6 a m, arrive at Rehoboth same day by 11 a m

Leave Rehoboth every Wednesday at 1 p m arrive at Princess Ann same day by 6 p m

1929 From Annapolis, by Broad Creek, and Queenstown, to Wye Mills, 48 miles and back twice a week in a sail packet to Broad Creek, once on horse or in sulkey

Leave Annapolis every Monday and Thursday after arrival of Baltimore mail, say at 11 a m, arrive at Wye Mills same days in time to connect with mail for Easton, say by 7 p m

Leave Wye Mills every Wednesday and Saturday after arrival of Easton mail, say at 5 p m, arrive at Annapolis same days by 12 m

1930 From Davidsonville, by West River, Pig Point, Tracey's Landing, Friendship, Lower Marlboro, Huntingtown, Prince Fredericktown and Port Republic, to Saint Leonards, 62 miles and back; three times a week to West River, thence twice a week to Prince Fredericktown, and once a week the residue

Leave Davidsonville every Tuesday, Thursday, and Saturday, as soon as the Annapolis mail arrives, say at 8 a m, arrive at Friendship same days by 4 p m, and at Prince Fredericktown every Wednesday evening and Monday morning, and at Saint Leonards on Monday by 12 m

Leave Saint Leonards every Monday at 2 p m, arrive at Prince Fredericktown same day, and at West River on Wednesdays and Friday by 9 a m

Leave Friendship every Monday, Wednesday, and Friday at 6 a m, arrive at Davidsonville same days by 12 m, or in time to connect with the mail to Annapolis

1931 From Elk Ridge Landing, by Cecil's Tavern and Beaver Dam to Davidsonville, 27 miles and back once a week

Leave Elk Ridge Landing every Friday at 4 a m, arrive at Davidsonville same day by 11 a m

Leave Davidsonville every Thursday at 10 a m, arrive at Elk Ridge Landing same day by 5 p m

1932 From Cooksville, by Hood's Mills and Warfieldsburgh to Westminster, 16 miles and back once a week

Leave Cooksville every Saturday at 12 m, arrive at Westminster same day by 5 p m

Leave Westminster every Saturday at 6 a m, arrive at Cooksville same day by 11 a m

1933 From Allen's Fresh to Harris's Lot, 9 miles and back twice a week

Leave Allen's Fresh every Tuesday and Friday at 7 a m, arrive at Harris's Lot same days by 9 a m

Leave Harris's Lot every Tuesday and Friday at 11 a m, arrive at Allen's Fresh same days by 1 p m

1934 From Port Tobacco to Nanjemoy, 15 miles and back once a week

Leave Port Tobacco every Friday at 6 a m, arrive at Nanjemoy same day by 10 a m

Leave Nanjemoy every Friday at 12 m, arrive at Port Tobacco same day by 4 p m

1935 From Port Tobacco, by Bryantown to Benedict, 22 miles and back twice a week

Laave Port Tobacco every Tuesday and Friday at 5 a m, arrive at Benedict same days by 11 a m

Leave Port Tobacco every Tuesday and Friday at 1 p m, arrive at Port Tobacco same days by 7 p m

1936 From Fort Washington to Piscataway 4 miles and back twice a week

Leave Fort Washington every Monday & Thursday at 10 a m, arrive at Piscataway same days by 12 m

Leave Piscataway same days at 1 p m, arrive at Fort Washington same days by 3 p m

1937 From Upper Marlboro, by Nottingham, Brandywine, Horse Head, Aquasco, Benedict, and Charlotte Hall, to Chaptico, 52 miles and back; twice a week to Nottingham, and once a week the residue.

Leave Upper Marlboro every Monday at 1 p m, after arrival of Washington mail, arrive at Chaptico next day 3 p m

Leave Chaptico every Wednesday at 4 a m, arrive at Upper Marlboro same day by 9 p m

Leave Upper Marlboro every Friday at 1 p m, arrive at Nottingham same day by 3 p m

Leave Nottingham every Friday at 4 p m, arrive at Upper Marlboro same day by 6 p m

1938 From Washington, D. C. to Georgetown, 2 miles and back twice daily

Leave Washington every day at 7 a m and 2 p m, arrive at Georgetown same day 7 1-2 a m and 2 1-2 p m

Leave Georgetown every day at 9 a m and 4 p m, arrive at Washington same day 9 1-2 a m and 4 1 2 p m

1939 From Washington, D. C. by Georgetwn, Rockville, Md. Middle Brook, Clarksburg, Hyattstown, and Urbanna, to Frederick, 44 miles and back three times a week in four horse post coaches

Leave Washington every Monday, Wednesday, and Friday at 2 a m, arrive at Frederick same days by 1 p m

Leave Frederick every Tuesday, Thursday and Saturday at 11 a m, arrive at Washington same days by 11 p m

1940 From Washington, D. C. by Cottage, Md. Colesville, Sandy Springs, Brookville, Unity, Triadelphia, Goshen Mills, Damascus, Monrovia, New Market, Liberty town, and Johnsville, to Middleburgh, 66 miles and back once a week

Leave Washington every Friday at 7 a m, arrive at Middleburgh next day by 9 a m

1941 From Washington, D. C. by Long Old Fields, Md. Upper Morlboro, Queen Ann and Davidsonville, Annapolis 39 miles and back three times a week in stages

Leave Washington every Monday, Wednesday and Friday at 7 a m, arrive at Annapolis same days by 4 p m

Leave Annapolis every Tuesday, Thursday, and Saturday at 5 a m, arrive at Washington same days by 2 p m

Proposals to carry on horses or in sulkeys are invited

1942 From Washington, D. C. by Palmer's Tavern, Md. Piscataway, Pleasant Hill, Port Tobacco, Allen's Fresh, Newport, Chaptico, Saint Clement's Bay, Leonardtown, Great Mills, and Saint Inigoes, to the Ridge, 93 miles and back twice a week in stages

Leave Washington every Monday and Thursday at 7 a m, arrive at Ridge next days by 4 p m

Leave Ridge every Tuesday and Friday at 7 a m, arrive at Washington next days by 7 p m

1942a From Georgetown, D. C. to Hancock, Md. 136 miles and back three times a week in canal packet boats, supplying the offices on the line of the canal

Proposals to carry six times a week or daily will be considered

The schedule to be arranged so as to run with all convenient expedition, and make due connection with the Western mail at Hancock, going and returning

1943 From Rockville, by Darnestown, Dawsonville, and Poolsville, to Barnesville, 23 miles and back twice a week

Leave Rockville every Monday and Friday at 9 a m, arrive at Barnesville same days by 4 p m

Leave Barnesville every Tuesday and Saturday at 6 a m, arrive at Rockville same days by 1 p m

1944 From Frederick, by Middletown, Boonsboro, Funkstown, Hagerstown, Clear Spring, Hancock, Bevinsville, and Flint's store, to Cumberland, 91 miles and back daily in four horse coaches constructed under the Specifications of the Department exclusively for the mails, except an outside seat to accommodate three passengers

Proposals to carry this mail in two lines of four horse post coaches, at same hours, with full privilege to convey passengers as far as the speed and weight of the mail will allow, are invited. Also, to commence route at Hagerstown, in connection with a similar line from Chambersburg, as invited on route 1513; also, to run one line of post coaches daily from Frederick to Hagerstown

Leave Frederick every day at 6½ p m arrive at Hagerstown by 10½ p m and at Cumberland next day by 9 a m

Leave Cumberland every day at 9 a m arrive at Hagerstown by 7½ p m and at Frederick same day by 11½ p m

1945 From Frederick, by Utica Mills, Creagerstown, Graceham, and Emmitsburgh, to Gettysburgh, Pa. 32 miles and back twice a week in stages

Leave Frederick every Tuesday and Saturday at 2 p m arrive at Gettysburgh same days by 10 p m

Leave Gettysburgh every Tuesday and Saturday at 2 a m arrive at Frederick same days by 10 a m

Proposals to carry three times a week will be considered

1946 From Frederick, by Mount Pleasant, Libertytown, Unionville, Sam's Creek, Mckintry's Mills, and Union Bridge, to Uniontown, 29 miles and back twice a week

Leave Frederick every Wednesday and Saturday at 6 a m arrive at Uniontown same days by 5 p m

Leave Uniontown every Tuesday and Friday at 6 a m arrive at Frederick same days by 5 p m

1947 From Frederick, by Walkersville, Woodsboro, Ladiesburgh, Middleburgh, Bruceville, Taneytown, Piney Creek, Littlestown, Pa. Hanover, and Spring Forge, to York, 59 miles and back twice a week

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

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

1948 From Frederick, by Jefferson, Petersville, and Knoxville, to Harper's Ferry, 20 miles and back three times a week

Leave Frederick every Tuesday, Thursday, and Saturday at 6 a m arrive at Harper's Ferry same days by 12 m

Leave Harper's Ferry every Tuesday, Thursday, and Saturday at 1 p m arrive at Federick same days by 7 p m

1949 From Frederick, by Buckeystown, to Greenfield Mills, 11 miles and back; twice a week to Buckeystown, and once a week the residue

Leave Frederick every Wednesday at 2 p m, and Saturday at 11 a m, arrive at Buckeystown same days by 4 p m and 1 p m

Leave Buckeystown every Wednesday at 12 m, and Saturday at 9 a m, arrive at Frederick same days by 2 p m, and 11 a m

Leave Buckeystown every Saturday at 2 p m arrive at Greenfield Mills same day by 3 1-2 p m

Leave Greenfield Mills every Saturday at 3 1-2 p m arrive at Buckeystown same day by 5 p m

1950 From Middletown, by Beallville, to Wolfsville, 10 miles and back once a week

Leave Middletown every Saturday at 1 p m arrive at Wolfsville same day by 4 p m

Leave Wolfsville every Saturday at 9 a m arrive at Middletown same day by 12 m

1951 From Westminster, by Uniontown, Taneytown, Emmitsburg, and Fountaindale, Pa. to Waynesboro, 38 miles and back twice a week in stages

Leave Westminster every Sunday and Friday at 7 a m arrive at Waynesboro same days by 5 p m

Leave Waynesboro every Tuesday and Saturday at 4 a m arrive at Westminster same days by 12 m in time to connect with the mail to Baltimore

1952 From Boonsboro, by Rohrersburgh, Burkittsville, and Petersville, to Barry, 18 miles and back once a week

Leave Boonesboro every Wednesday at 1 p m arrive at Barry same day by 7 p m

Leave Barry every Wednesday at 6 a m arrive at Boonesboro same day by 12 m

1953 From Hagerstown, by Cavetown, Smithsburgh, Foxville, Sabillisville, and Mechanicstown, to Graceham, 27 miles and back twice a week

Leave Hagerstown every Wednesday and Sunday at 7 a m arrive at Graceham same days by 4 p m

Leave Graceham every Thursday and Monday at 5 a m arrive at Hagerstown same days by 2 p m

1954. From Hagerstown to Bakersville, 10 miles and back once a week

Leave Hagerstown every Friday at 1 p m arrive at Bakersville same day by 4 p m

Leave Bakersville every Friday at 8 a m arrive at Hagerstown same day by 11 a m

1955 From Cumberland, by Frostburgh, Little Crossing, Addison, Pa. Somerfield, Bryant's, Uniontown, Brownsville, East Bethlehem, Bealsville, Hillsboro, Washington, Claysville, West Alexandria, and Triadelphia, Va. to Wheeling, 131 miles and back daily in four horse coaches constructed under the directions of the Department, exclusively for the mails, except an outside seat for the accommodation of three passengers

Proposals to carry this mail in two lines of four horse post coaches, to run at the same hours, with full privilege to convey passengers as far as the weight and bulk of the mail will allow, are invited Leave Cumberland every day at 9 1-2 a m arrive at Wheeling next day by 6 1-2 a m

Leave Wheeling every day at 11 1-2 a m arrive at Cumberland next day by 8 1-2 a m

1956 From Cumberland, by Dawson's to Westernport, 26 miles and back once a week

Leave Cumberland every Monday at 1 p m arrive at Westernport same day by 9 p m

Leave Westernport every Tuesday at 6 a m arrive at Cumberland same day by 3 p m

1957 From Cumberland, by Oldtown, Tunnel, Mouth of Sideling Hill Creek, to Mann's Post Office, 45 miles and back; twice a week to Oldtown, and once a week the residue

Leave Cumberland every Tuesday and Friday at 1 p m, arrive at Oldtown same days by 6 p m, and at Mann's every Wednesday by 4 p m

Leave Mann's every Thursday at 8 a m, arrive at Oldtown same day by 5 p m

Leave Oldtown every Tuesday and Friday at 6 a m arrive at Cumberland same days by 10 a m

1958 From Somerfield, Pa, by Selbysport, Md. to Friendsville, 9 miles and back once a week

Leave Somerfield every Saturday at 9 a m arrive at Friendsville same day by 11 a m

Leave Friendsville every Saturday at 1 p m arrive at Somerfield same day by 4 p m

Proposals for supplying the following offices, at a sum to be named, and subject to the condition of being limited to the nett proceeds of the office, are invited:

Beaver Creek, to be supplied from Hagerstown, 6 miles and back once a week

Double Pipe Creek, to be supplied from Middleburgh, 4 miles and back once a week

Gallant Green, to be supplied from Bryantown, 4 miles and back once a week

Good Luck, to be supplied from Bladensburgh, 8 miles and back twice a week

Lonacoming, to be supplied from Frostburgh 8 miles and back daily

Michaelsville, to be supplied from Perrymansville, 3 miles and back twice a week

Newtown, to be supplied from Snow Hill, 15 miles and back once a week

Oakland Mills, to be supplied from Ellicott's Mills, 5 miles and back three times a week

Orleans, to be supplied from Mountain House, 12 miles and back once a week

Owingsville, to be supplied from Ellicott's Mills, 9 miles and back twice a week

Partnership, to be supplied from Port Tobacco, 10 miles and back once a week

Pomonkey, to be supplied from Piscataway, 11 miles and back twice a week

St. Augustine, to be supplied from Elkton, 10 miles and back once a week

Sangrun, to be supplied from Friendship, 9 miles and back twice a week

Sassafras and Oak, to be supplied from Leonardstown, 8 miles and back once a week

Shiwan, to be supplied from Golden, 4 miles and back once a week

Warren, to be supplied from Golden, 4 miles and back three times a week

Wakefield, to be supplied from Westminster, 5 miles and back once a week

NOTES.

1. Each route must be bid for separately. The route, the sum, the mode of service, and the residence of the bidder, should be distinctly stated in each bid.

2. No proposal will be considered unless it be accompanied by a guarantee signed by one or more responsible persons, in the following form, viz:

"The undersigned guaranty that if his bid for carrying the mail from to be accepted by the Postmaster General, shall enter into an obligation prior to the first day of March next, with good and sufficient sureties, to perform the service proposed."

"Dated 1839."

This should be accompanied by the certificate of a Postmaster, or other equivalent testimony, that the guarantors are men of property, and able to make good their guarantee.

☞ This guaranty being required by law, no exemption can be allowed in favor of old contractors, railroad companies, or any other companies or persons whatsoever.

3 The distances, as stated in this advertisement, are believed to be substantially correct; but the bidder will inform himself on that point, as no increased pay will be allowed for any difference when the places are named correctly.

4. The Postmaster General may alter the schedule, and alter the route, he allowing a *pro rata* increase of compensation for any additional service required, and for any increased speed, when the employment of additional stock or carriers is rendered necessary.

5. He may discontinue the service, or curtail it at a *pro rata* reduction of pay, whenever he shall consider it expedient to do so, he allowing one month's extra pay on the amount dispensed with.

6. He may impose fines for failure to take or deliver a mail, or any part of a mail, at any post office which is or may be established on the route, for refusing or neglecting to perform any other stipulation of this contract, for suffering the mail to be injured, wet, lost, or destroyed; and may exact a forfeiture of the pay of the trip whenever the trip is lost, or the mail arrives so far behind schedule time as to lose connection with a depending mail.

7. He may annul the contract for repeated failures to perform any of the stipulations, for refusing to discharge a carrier when required, for violating the Post Office law, for disobeying the instructions of the department, or assigning a contract without the previous consent of the Postmaster General.

8. If the contractors shall run a stage or other vehicle more rapidly or more frequently than he is required by the contract to carry the mail, he shall give the same increased celerity and frequency to the mail, and without increase of compensation.

9. Contractors on stage and coach routes shall convey, free of charge, all agents of the Department upon exhibition of their credentials; also, mail bags and Post Office blanks.

10. The Postmaster General is prohibited by law from making contracts for the transportation of the mail with any person who shall have entered into any combination, or proposed to enter into any combination, to prevent the making of any bid for a mail contract by any other person or persons; or who shall have made any agreement, or shall have given or performed, or promised to give or perform, any consideration to do, or not to do, any thing whatever to induce any other not to bid for a mail contract.

11. On post coach and stage routes where that kind of transportation is sometimes difficult, proposals will be received for carrying the mails on horseback, in wagons, or carts, for a specified number of months, weeks, or days in each year; but no dispensation of post coach or stage service will be tolerated unless it be stipulated for in the proposals and embraced in the contract.

12. On all post coach, stage and wagon routes, the mail is to be carried in preference to passengers, and, if its bulk and weight require it, to their entire exclusion.

13. The proposals should be sent to the Department sealed, endorsed "Mail proposals in the State of ," and addressed to the First Assistant Postmaster General, S. R. HOBBIE.

AMOS KENDALL.

POST OFFICE DEPARTMENT,
May 20, 1839.

June 4—12w

THE WHEAT CROP in Michigan promises to be very abundant.

The Raymond (Miss.) Times of the 3d instant, comes to us with about one-eighth of a column of reading matter, the remainder of the paper being completely filled with advertisements of sheriff's sales —N. O. Bee.

COTTON MANUFACTORIES will soon be in in operation in Georgetown, D. C. provided the Corporation will grant certain facilities for the location of the establishments.

COVINGTON, the county seat of Fountain county, Indiana, has been nearly destroyed by fire.

Progress of Buffalo.—Buildings are going up rapidly at Buffalo. Not less than 200 of the first class, consisting of wharehouses, stores, hotels, and dwelling houses, are now under contract and in progress of completion in that city.

From the Delaware Gazette we learn that the special election, held on Thursday, in New Castle county, with a view of testing the question of the removal of the Courts from New Castle to Wilmington, resulted in a defeat of the plan. The Court accordingly remain at the "ancient city" of New Castle.

Extract of a mercantile letter, on the subject of Collections, dated

YAZOO CITY, Miss., May 2.

Our Court commences on Monday next. Almost every man in this country is broke—times were never harder than the present here. Our executions are almost all returned 'no property,' and this when we supposed the men were undoubted.

The following short sentence of advice by William Penn should be kept in the mind by all young persons who are thinking of committing matrimony:—*Never marry but for love, but see thou love what is lovely.*

The Vicksburg Sentinel says that their are in Mississippi about 1,000 men employed in mixing liquors, and 750 engaged in the production of paper money; yet the whole male population over the age of 21, amounts to only about 35,000. Is it any wonder that the people of that State complain about "hard times"

A new work from the pen of N. P. Willis, entitled Cinquefoil, or Tales of Five Lands, is announced in the press, by Colman of New York.

CROPS IN VIRGINIA.—The Alexandria Gazette says, our account of the growing wheat crop in lower Virginia, and especially in the Northern Neck, continue gloomy; but, from all the country west and north of us, the prospect is very flattering. In the Valley, especially, the grain looks very promising.

There will shortly be a very formidable squadron of our ships of war in the Gulf of Mexico—greater in the number and calibre of square-rigged vessels than, perhaps, has even been under the command of a single officer, or assembled at a single foreign port in peace. In the first place, the frigate Constitution will shortly be at Vera Cruz. The squadron of Commodore Shrubrick consists of the flag ship Macedonian frigate, the Ontario, Vandalia, Levant, Erie, Warren and Natchez, sloop of war. When the Constitution joins the squadron, we will be able to frighten the Mexicans as badly as the French did. There must be some design in keeping such a heavy naval force in the Gulf of Mexico.—

"I have the reading of it every week."—It not unfrequently occurs, when persons are asked if they will subscribe for a newspaper, or if they already take it, that they reply, 'No; but neighbor B. takes it and *I have the reading of it every week.*' Such often add, that they consider it "the best paper they know of." They are benefited every week by the toils, perplexities & expenditures of those who receive nothing from them in return. Reader, if you feel reproved, just send in your name, and take the paper yourself.

Dr. Hagan, who wounded Mr. M'Ardle in the late Vicksburg duel, is an Irish gentleman who formedly edited Duff Green's Medical Journal, in conjunction with Pattison. After the duel, the accomplished doctor is said to have bound the wound which he made, like a true Samaritan. We believe that it was the spear of Lacoon, that smote with one end, and healed with the other. Dr. Hagan resembles it exceedingly.—N. Y. Sunday News.