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 8 o'clock p m on the 24th day of August next, of 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, Perryville, Charlestown, North East, Elkton, Newark, Staunton, Newport, Wilmington, Marcus Hook, Chester and Leipersville, Philadelphia, 97 miles and back daily in rail road cars

Leave Baltimore every day at 9 a m arrive at Philadlphia 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 deltivery and receipt of mails at the intermediate offices

Proposals for carrying a second daily mail line 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 or, 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 he 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 sulys

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, Wiessesburgh, 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, Randalstown, Freedom, Porters, Waterloo, Sam's Creek, and New Windsor; to Uniontown, 48 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 Wiessesburg, 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 the same 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, o-Ginson's Store and Guetown, to Peach Bottom, a. and return by Dixville, Slate Bridge, Fawn Prove, Pa. and Jannettsville, Rual to 17 miles and back once a week

eqLeave 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 Marlboro, Queen Ann and Davidsonville, to 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, Bevansville, and Flint's store, to Cumberland, 91 miles and back daily a four horse coaches constructed under the Srections of the Department exclusively for in 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 bulk 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 Emmitsbrgh, to Gettysburgh, Pa. 32 miles and back wice, 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, McKinstry'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 Frederick 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 Beatlville, 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 he 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 it 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 insrease 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.

14. Contractors on stage and coach routes shall, in the conveyance of passengers, give a preference to those who are brought in the connecting mail lines, over those travelling in any other; so that connecting mail stage routes shall form continuous travelling lines.

15. On routes where the mail is transported in stages, and the present contractor shall be superseded by an underbidder, who may not have the stage property requisite for the performance of the contract, he shall purchase from the present contractor such of the stage horses and property as may be suitable for the service, at a fair valuation, and make payment therefor by reasonable instalments, unless the present contractor shall continue to run stages on the route. Should they not agree as to the suitableness of the property, the terms, or the security, each may choose a person who may appoint a third, and their decision shall be final, or 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 contractor; but should he decline it, the proposals of the underbidder will be accepted unconditionally.

AMOS KENDALL.

Post Office Department,
May 20, 1839.

June 4—12w

Wool Carding.

The subscribers respectfully inform the citizens of Caroline, Talbot and Dorchester counties, that their

CARDING MACHINE,

is in complete repair, and that they are now ready to receive all orders for Carding wool. The prices for Carding are once through six cents, twice through eight cents.—All orders left at the store of Mr. Cheezum, in Easton, or at the machine at Upper Hunting Creek, Caroline county will be thankfully received and punctually attended to.

The wool should be put in good order. Having employed an experienced carder they solicit a share of public patronage.

PATCHETT & MCNASH.
Upper Hunting Creek

Caroline county Md. July 2d, 1839.

WANTED

At this office a youth to learn the printing business.—One that can read and write will be preferred.

July 30 1839. 3w

PETERS' PILLS.

A CATALOGUE

OF REASONS FOR USING DR. PETERS' PILLS.

1. Because experience has established their merits, and decided them to be best, as also the most popular of modern medical discoveries.

2. Because they are composed of simples which have the power to do good in an immense number of cases, without possessing the means to do injury in any.

3. Because they are not a quick medicine, but the scientific compound of a regular physician, who has made his profession the study of his life; and are hence recommended—as a standard family medicine by the regular faculty.

4. Because—(and this fact is of the utmost importance—) ladies in a certain situation may take them, (not more than two or three at a time however!) without in the slightest degree incurring the hazard of abortion.—Were the ves of Peters' inestimable pills confined to t desirable en alone, it would give them acided advantage over the medcines of all competitors, as in no cases is therl more danger to be apprehended, or for which so few remedies have been discovered, as the one refered to. And also because of their soothing influence on young ladies while suffering under the usual changes of life, as directed by the laws of nature.

5. Because they are not unpleasant to take, nor distressing to retain, while they are most effective to operate; & produce neither nausea, sickness, nor griping.

6. Because their composition is such tha they are equally applicable to the usual diseases of warm, cold or temperate climates; and will retain their virtues unaltered any length of time, and in any part of the world.

7. Because while they are so efficient in their operations with adults, they may at the same time be administered to children, and even to infants, in small quantities, half a pill for instance, without the slightest danger.

8. Because as their application creates no debility in the system, they may be taken without producing any hindrance to business or the usual pursuits of every day life; and are unrivalled for their virtues in procuring a good appetite.

9. Because by keeping the system in a natural state of action, they cure almost every disease which is incidental to the human frame; and banish those morbid affections of melancholy and despair, which always attend upon any disarrangement of the digestive organs.

10. Because, notwithstanding their simplicity and mildness, they are one of the speediest purgative medicines which has yet been discovered.

11. Because they differ from the majority of medicines, in the fact that the more they are known the more they are approved; for when once introduced into a family or village, they almost immediately take the precedence of all other medicines in general complaints.

12. Because two or three, are generally sufficient for a dose, so that—as is the case with the generality of patent medicines—the patent is not compelled to make a meal of them

13. Because each individual pill is put th under the *immediate* superintendance of the *proprietor*, so that no mistake in the comdosition, or quantity, can possibly occur through the carelessness of a less interested agent.

14. Because they purify the frame without debilitating the system.

15. Because, notwithstanding their immense popularity, no person has ever ventured to raise against them the breath of censure, which would not have been the case, if envy could have discovered in them a single flaw to cavil at.

16. And lastly, because they are acknowledged to be an almost infallible remedy for, Bilious Fever, Fever and Ague, Dyspepsias Liver Complaints, Jaundice, Asthma, Dropsy, Rheumatism, Enlargement of the Spleen, Lowness of Spirits, Piles, Colic, Heartburn, Nausea, Distension of the Stomach and Bowels, Flatulence, Habitual Costiveness, Loss of Appetite, Blotched, or Sallow Complexion, and in all cases of Torpor of the Bowels, where a mild but effective medicine may be requisite.

In short, the general voice of the community has decided that Dr PETERS' Vegetable Pills, are one of the happiest discoveries of modern days, and altogether unrivaled as a general soother of bodily afflictions.

For sale at the Drug Store of
T. H DAWSON, & SONS, Agents
Easton, Md.

Malster & Saulsbury—Denton.
Downs & Massey—Greensborough.
Neavitt & Hopper—Centreville.
Elijah Daily, P. M.—Chestertown.

HATTING.

THE subscriber begs leave to inform the public generally, that the co-partnership business started by Mr. James C. Millington and himself, is this day, by mutual consent, dissolved, and that he has become entire owner, and will continue the business at the same stand.

He has just returned from Baltimore, with an assortment of

FINE MATERIALS,

selected with great care, and is now prepared to make

Black & White, Russia, Silk

AND ANY OTHER KIND OF

HATS

in a very superior style, and assures those have been under the necessity of purchasing articles in his line, manufactured out of the county, that he is now ready to preclude any such necessity, and therefore hopes to receive a sufficient share of public patronage to sustain him in his effort "to live."

The subscriber has no desire to get customers by any appeals that he could possibly make, but requests the citizens to reflect one moment upon the impropriety and injustice of neglecting the mechanics of their own towns and supporting those of foreign places—Such a course will, in its operation beggar the mechanics of any town, no matter how industrious and careful they may be—and not the mechanics only, but the merchants who deal in those foreign articles also—Such is the undeniable tendency of such a course of business.

The public's obedient servant,
JOSEPH W. BARKER.

Denton, april 30, 1839—may 7 tf

The subscriber wishes to employ a Teacher in his Family. None need apply except such as can produce the best testimonials of his character and qualification.

WM. POWELL.

Wye Landing June 11th, 1839.