

UNITED STATES MAIL.

Post Office Department, January 10, 1856.

PROPOSALS for conveying the Mails of the United States from July 1, 1856, to June 30, 1860, in the State of PENNSYLVANIA, will be received at the Contract Office of this Department until the 14th April next, (to be decided by the 7th of May following) on the routes and in the times of day specified.

3227 From Chambersburg, by Marion, Green Castle, and State Line, to Hagerstown, Md., 21 miles and back, six times a week; Leave Chambersburg daily, except Sunday, after arrival of Harrisburg mail—say at 12 m.; Arrive at Hagerstown same day by 5 1/2 p.m.; Leave Hagerstown daily, except Sunday, at 6 1/2 a.m.; Arrive at Chambersburg same day by 12 m.

3228 From Chambersburg, by Keeter's Store, Upper Strasburg, Fannettsburg, Barni, Coburn, Shade Gap, Obisbonia, Shireysburg, and Vineyard Mills, to Mount Union, 50 miles and back, three times a week; Leave Chambersburg Tuesday, Thursday, and Saturday at 4 a.m.; Arrive at Mount Union same days by 11 p.m.; Leave Mount Union Monday, Wednesday, and Friday at 4 a.m.; Arrive at Chambersburg same days by 11 p.m.

3229 From Chambersburg, by Jackson Hall and Quincey, to Waynesboro', 16 miles and back, twice a week; Leave Chambersburg Monday and Friday at 9 p.m.; Arrive at Waynesboro' same days by 8 p.m.; Leave Waynesboro' Monday and Friday at 7 a.m.; Arrive at Chambersburg same days by 1 p.m.

3230 From Carlisle, by White House, Dickinson, Walnut, Bottom and Lee's Cross Roads, to Shippensburg, 20 miles and back, three times a week; Leave Carlisle Monday, Wednesday and Friday at 3 p.m.; Arrive at Shippensburg next days by 9 a.m.; Leave Shippensburg Tuesday, Thursday and Saturday at 9 1/2 p.m.; Arrive at Carlisle Monday, Wednesday and Friday at 9 a.m.

3231 From Carlisle, by Allen, to Boiling Springs, 15 miles and back, once a week; Leave Carlisle Thursday at 6 a.m.; Arrive at Boiling Springs same day by 10 a.m.; Leave Boiling Springs Thursday at 12 m.; Arrive at Carlisle same day by 4 p.m.

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of the distance of the route, the weight of the mail to be carried, and all other particulars in reference to the route and service, and also a careful examination of the instructions and requirements attached to the advertisement.

The undersigned, residing at _____, State of _____, undertake that, if the foregoing bid for carrying the mail on route No. _____ be accepted by the Postmaster General, the bidder shall, prior to the 1st day of July, 1856, or as soon thereafter as may be, enter into the required obligation to perform the service proposed, with good and sufficient sureties.

This we do understanding distinctly the obligations and liabilities assumed by guarantors under the 27th section of the act of Congress of July 2, 1836.

The undersigned, postmaster of _____, State of _____, certifies, under his oath of office, that he is acquainted with the above guarantors, and knows them to be men of property, and able to make good their guarantee.

The sufficiency of guarantors on proposals may be certified by a judge of a court of record, and by postmasters at the following offices, and no others:

In the State of PENNSYLVANIA, postmasters of offices at the court-house or county seat of each county; and at Addison, Albion, Alexandria, Altoona, Anville, Archbald, Archspring, Athens, Beaver Meadows, Berlin, Berwick, Bethlehem, Birdsboro, Blairsville, Bloomsburg, Blossburg, Brady's Bend, Brantford, Bristol, Brownsville, Buchanan, Cannonsburg, Canton, Carlisle, Carlisle Springs, Catawago, Catawissa, Chester, Clarion, Clark, Coatesville, Cochransville, Columbia, Conowingo, Conowingo, Darby, Doughlassville, Downingtown, Duncannon, Duncansville, Dunmore, Dushore, East Smithfield, Ephrata, Elmhorst, Elizabethtown, Enon Valley, Erldown, Fallston, Florence, Fountain Spring, Franklin, Freedom, Freemansburg, Gap, German-town, Girard, Glen Riddle, Great Bend, Green Castle, Hanover, Hanover, Harford, Hartstown, Hawley, Hazleton, Hemlock, Hogestown, Holmesburg, Honesdale, Hyde Park, Indiana, Jeanesville, Jersey Shore, Johnstown, Jonestown, Kingston, Landisburg, Latrobe, Lewisburg, Liberty, Ligonier, Litz, Liverpool, McConnellsburg, McKeesport, McEvoyton, Marietta, Mauch Chunk, Mechanisburg, Mercersburg, Myers-town, Middleport, Middletown, Millburg, Millard, Millerstown, Milton, Minersville, Monaca, Monaca, Morrisville, Mount Pleasant, Muncy, Nazareth, New Brighton, New Castle, New Holland, New Hope, New London, New Milford, New Mount Pleasant, Newport, Newville, New West Washington, New Wilmington, Newton Hamilton, North East, Northumberland, Oxford, Paradise, Parkersburg, Pennsylvania, Perkiomen Bridge, Phillipsburg, Phoenixville, Pine Grove, Pittsburg, Port Clinton, Port Kennedy, Port Richmond, Portmouth, Pottsville, Pottsville, Providence, Quakertown, Safe Harbor, St. Clair, Salsburg, Schellsburg, Schuylkill Haven, Scranton, Selins Grove, Shamokin, Shannonsville, Sharon, Shippensburg, Sheremansville, Shireysburg, Silver Creek, Slate Hill, Slatington, Slippery Rock, Spruce Creek, Strasburg, Strattonville, Stroudsburg, Summit, Susquehanna Depot, Tamaqua, Tarentum, Temperanceville, Tioga, Tremont, Troy, Tunk Hancock, Tuscarora, Tyrone, Waterford, Waverly, Waynesborough, West Greenville, West Middletown, West Springfield, West Haven, Wilkins, Williamsburg, Womelsdorf, Wrightsville, Wyoming, Yardville, York Sulphur Springs, Youngville, Zelienople, Zerkow and Buffalo, N. York, Wheeling, Va., Wellsville, O.

INSTRUCTIONS, Containing conditions to be incorporated in the contracts, to the extent the department may deem proper.

1. Seven minutes are allowed to each intermediate office, when not otherwise specified, for assorting the mails; but on rail-road and steamboat routes there is to be no more delay than is sufficient for an exchange of the mail bags.

2. On routes where the mode of conveyance admits of it, the special agents of the department, also post office clerks, mail bags, locks and keys, are to be conveyed without extra charge.

3. On railroad and steamboat lines, British and Canada mails, when offered, are to be conveyed without additional pay; also, the route agents of the department, for whose exclusive use, while travelling with the mails, a commodious car, or apartment in the centre of a car, properly lighted, warmed, and furnished, and adapted to the convenient assortment and due security of the mails, is to be provided by the contractor, under the direction of the department.

4. No pay will be made for trips not performed; and for each of such omissions not satisfactorily explained three times the pay of the trip may be deducted. For arrivals so far behind time as to break connection with departing mails, and not sufficiently excused, one-fourth of the compensation for the trip is subject to forfeiture. Deduction will also be ordered for a grade of performance inferior to that specified in the contract. For repeated delinquencies of the kind herein specified, enlarged penalties, proportioned to the nature thereof and the importance of the mail, may be made.

5. For leaving behind, or throwing off the mails, or any portion of them, for the admission of passengers, or for being concerned in setting up or running an express conveying commercial intelligence in advance of the mail, a quarter's pay may be deducted.

6. Fines will be imposed, unless the delinquency be promptly and satisfactorily explained by certificates of post-masters, or the affidavits of other credible persons, for failing to arrive in contract time; for neglecting to take the mail from, or deliver it into, a post office for mailing it (owing either to the unavailability of the place or manner of carrying it) to be wet, injured, destroyed, robbed, or lost; and for refusing, after demand, to convey the mail as frequently as the contractor runs, or is concerned in running, a coach, car, or steamboat, on a route.

7. The Postmaster General may agree to contract for repeated failures to run agreeably to the instructions of the department, or for refusing to discharge a carrier when required by the department to do so; for assigning the contract without the assent of the Postmaster General; for running an express as aforesaid; or for transporting persons or packages conveying suitable matter out of the mail.

8. The Postmaster General may order an increase of service on a route by allowing therefor a pro rata increase on the contract pay. He may change schedules of departures and arrivals, and make them conform in all cases to connections with railroads, without increase of pay, provided the running time be not abridged. He may also order an increase of speed, allowing, within the restrictions of the law a pro rata increase of pay for the additional stock or carriers, if any. The contractor may, however, in the case of increase of speed, relinquish the contract by giving prompt notice to the department that he prefers doing so to carrying the order into effect. The Postmaster General may also curtail or discontinue the service, in whole or in part, at pro rata decrease of pay, allowing one month's extra compensation on the amount dispensed with, whenever, in his opinion, the public interests do not require the same, or in case he desires to supersede it by a different grade of transportation.

9. Payments will be made for the service by collections from, or drafts on, postmasters, or otherwise, after the expiration of each quarter—say in February, May, August, and November.

10. The distances are given according to the best information; but no increased pay will be allowed should they be greater than advertised, if the points to be supplied be correctly stated. Bidders must inform themselves on this point, and also in reference to the weight of the mail, the condition of roads, hills, streams, &c., and all toll bridges, ferries, or obstructions of any kind by which expense may be incurred. No claim for additional pay, based on such grounds, can be considered; nor for bridges destroyed, or other obstructions, increasing distance, occurring during the contract term. Offices established after the advertisement is issued, and also during the contract term, are to be supplied with extra pay if the distance be not increased.

11. The Postmaster General is prohibited by law from knowingly making a contract for the transportation of the mails with any person who shall have entered into, 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, whatever, or to do, or not to do, any thing whatever, in order to induce any other person or persons not to bid for a mail contract.

12. A bid received after time, or without the guarantee required by law, or that combines several routes in one sum of compensation, cannot be considered in competition with a regular proposal, reasonable in amount.

13. Bidders should, in all cases, first propose for service strictly according to the advertisement, and then, if they desire, separately, for different service; and if the regular bid be the lowest offered for the advertised service, the other propositions may be considered.

14. There should be but one route bid for in a proposal.

15. The route, the service, the yearly pay, the name and residence of the bidder, (that is, his usual post office address) and those of each member of a firm where a company offers, should be distinctly stated; also, the mode of conveyance, if a higher mode than horseback be intended. The words "with due celerity, certainty, and security," inserted to indicate the mode of conveyance, will constitute a "star bid." When a "star bid" is intended no specific conveyance must be named.

16. Bidders are requested to use, as far as practicable, the printed form of proposal furnished by the department, to write out in full the sum of their bids, and to retain copies of them.

No altered bid can be considered, and no bid once submitted can be withdrawn.

Each bid must be guaranteed by two responsible persons. General guarantees cannot be admitted.

17. The bid should be sealed, superscribed "Small Proposals, State of _____," addressed "Second Assistant Postmaster General," Contract Office, and sent by mail, not by or to an agent, and Postmasters will not enclose Proposals, (or letters of any kind) in their quarterly returns.

18. The contracts are to be executed and returned to the department by or before the first of July, 1856, but the service must be commenced on the mail day next after that date, whether the contracts be executed or not. No proposition for transfers will be considered until the contracts are executed in the form and received at the department; and then no transfers will be allowed unless good and sufficient reasons therefor are given, to be determined by the department.

19. Postmasters at offices on or near railroads, but more than eighty rods from a station, will, immediately after the 10th of April next, report their exact distance from the nearest station, and how they are otherwise supplied with the mail, to enable the Postmaster General to direct a mail messenger supply from the first of July next.

20. Section 18 of an act of Congress approved March 3, 1846, provides that contracts for the transportation of the mail shall be let, in every case, to the lowest bidder tendering sufficient guarantees for faithful performance, without other reference to the mode of such transportation that may be necessary to provide for the due celerity, certainty, and security of such transportation." Under this law a new description of bids has been received. It does not specify a mode of conveyance, but engages to take the entire mail each trip with celerity, certainty, and security, using the terms of the law. These bids are designated on the books of the department, "star bids," and they will be construed as providing for the conveyance of the entire mail, however large, and whatever may be the mode necessary to insure its celerity, certainty, and security.

In all cases where the lowest grade of service is believed to be sufficient, the lowest bid will be accepted, if duly guaranteed, in preference to a "star" or specified bid.

When the lowest bid is not a "star" bid, and specifies either no mode or an inadequate mode of conveyance, it will not be accepted, but set aside for a specific bid proposing the necessary service.

When the bid does not specify a mode of conveyance, also when it proposes to carry "ac-

(Concluded on Fourth Page.)

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