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SATURDAY, SEPTEMBER 22, 1792.

[Whole No. 355.]

General Post-Office.

PHILADELPHIA, Sept. 10, 1792.

PROPOSALS will be received at this Office until the fifteenth day of November next, inclusively, for carrying the Mails of the United States on the following Post Roads, from the first day of January next, until the first day of June, 1794.

In MASSACHUSETTS and NEW-HAMPSHIRE.
1. From *Wiscasset* to *Portland* in the district of *Maine*: The mail to leave *Wiscasset* every Tuesday by six o'clock in the morning, and arrive at *Portland* the next day by one in the afternoon:—Returning, to leave *Portland* every Thursday by six in the morning, and arrive at *Wiscasset* the next day by one in the afternoon.

2. From *Portland* to *Portsmouth*: The mail to leave *Portland* every Monday and Thursday by six o'clock in the morning, and arrive at *Portsmouth* every Tuesday and Friday by ten in the forenoon:—Returning, to leave *Portsmouth* every Tuesday and Friday at one in the afternoon, and arrive at *Portland* on Wednesday and Saturday by six in the evening.

3. From *Portsmouth* to *Boston*: From November first to May first, the mail to leave *Portsmouth* every Tuesday and Friday, at two o'clock in the afternoon, and arrive at *Boston* on Wednesday and Saturday by six in the evening:—Returning, to leave *Boston* every Monday and Thursday, by six in the morning, and arrive at *Portsmouth* on Tuesday and Friday by ten in the forenoon:—And from May first to November first, the mail to leave *Portsmouth* every Tuesday, Thursday and Saturday, by four in the morning, and arrive at *Boston* the same days by six in the evening:—Returning, to leave *Boston* every Monday, Wednesday and Friday, by four in the morning, and arrive at *Portsmouth* the same days by six in the evening.

In MASSACHUSETTS, CONNECTICUT and NEW-YORK.

4. From *Boston*, by *Worcester*, *Springfield*, *Hartford*, *Middletown*, and *New-Haven*, to *New-York*: From November first to May first, the mail to leave *Boston* every Monday and Thursday, at one o'clock in the afternoon; and arrive at *New-York* every Saturday and Wednesday (the sixth day from its departure) by ten in the forenoon:—Returning, to leave *New-York* every Monday and Thursday, at one o'clock in the afternoon, and arrive at *Boston* every Saturday and Wednesday, by ten in the forenoon:—And from May first to November first, the mail to leave *Boston* every Monday, Wednesday and Friday, by three o'clock in the morning, and arrive at *New-York* every Thursday, Saturday and Tuesday (the fourth day from its departure) by eleven in the forenoon:—Returning, to leave *New-York* every Monday, Wednesday and Friday, by one o'clock in the afternoon, and arrive at *Boston* every Thursday, Saturday and Tuesday, by six in the evening.

In NEW-YORK, NEW-JERSEY and PENNSYLVANIA.

5. Between *New-York*, (by *Newark* and *Elizabethtown*) and *Philadelphia*, every day in the week, Sunday excepted: The mails to leave *New-York* at noon, and *Philadelphia* at one o'clock in the afternoon; and arrive at *Philadelphia* and *New-York* respectively, the next day after their departure, by ten in the forenoon; excepting the mails of Saturday, which are to arrive at the same hour on Monday.

In PENNSYLVANIA and MARYLAND.

6. From *Philadelphia* to *Baltimore*: The mail to leave *Philadelphia* every Monday, Wednesday and Friday, at noon, and arrive at *Baltimore* each succeeding day by noon:—Returning, to leave *Baltimore* every Monday, Wednesday and Friday, by four o'clock in the morning, and arrive at *Philadelphia* each succeeding day by eleven in the forenoon.

7. From *Baltimore* to *Alexandria*: The mail to leave *Baltimore* every Tuesday, Thursday and Saturday, at one o'clock in the afternoon, and arrive at *Alexandria* each succeeding day by eight in the morning:—Returning, to leave *Alexandria* every Monday, Wednesday and Friday by four o'clock in the afternoon, and arrive at *Baltimore* on Tuesday, Thursday and Saturday by ten in the forenoon.

In VIRGINIA.

8. From *Alexandria* to *Richmond*, *Petersburg*, *Suffolk* and *Portsmouth*: The mail to leave *Alexandria* every Monday, Wednesday and Friday, at nine o'clock in the morning, and arrive at *Richmond* every Tuesday, Thursday and Saturday, by six in the evening; at *Petersburg*, every Wednesday, Friday and Monday at ten in the forenoon; at *Suffolk* every Thursday, Saturday and Tuesday by six in the afternoon; and at *Portsmouth* every Friday, Monday and Wednesday, by ten in the forenoon:—Returning, to leave *Portsmouth* the same Friday, Monday and Wednesday, at one o'clock in the afternoon, and arrive at *Suffolk* the same days by seven in the evening; and at *Petersburg* the next Monday, Wednesday and Friday by eleven in the forenoon; leave *Petersburg* the same days at two in the afternoon, and arrive at *Richmond* the same days by six in the evening: leave *Richmond* on Tuesday, Thursday and Saturday, by four in the morning, and arrive at *Alexandria* the next Wednesday, Friday and Monday, by three in the afternoon.

9. From *Richmond*, by *Williamsburg*, *York-Town* and *Hampton*, to *Norfolk*: The mail to leave *Richmond* every Monday, Wednesday and Friday, by four o'clock in the morning, and arrive at *Norfolk* on each succeeding day, by five in the afternoon:—Returning, to leave *Norfolk* every Wednesday, Friday and Monday, by six in the morning, and arrive at *Richmond* each succeeding day, by six in the evening.

In VIRGINIA and NORTH-CAROLINA.

10. From *Petersburg*, by *Halifax*, *Tarborough* and *Smithfield*, to *Fayetteville*: The mail to leave *Petersburg* every Friday, at one o'clock in the afternoon, and arrive at *Fayetteville* the next Monday, by eight in the evening:—Returning, to leave *Fayetteville* every Tuesday, by four in the morning, and arrive at *Petersburg* the next Friday, by eleven in the forenoon.

In NORTH and SOUTH CAROLINA and GEORGIA.

11. From *Fayetteville*, by *Cheraw*, *Court-House*, *Camden*, *Columbia* and *Cambridge*, to *Augusta*: The mail to leave *Fayetteville* every Tuesday, by four in the morning, reach *Camden* the next day by five in the afternoon, and arrive at *Augusta* the next Saturday by noon:—Returning, to leave *Augusta* every Thursday, at five in the morning, arrive at *Camden* the next Sunday by five in the morning, and at *Fayetteville* the next Monday, by eight in the evening.

12. From *Augusta* to *Savannah*: The mail to leave *Augusta* every Saturday, at one o'clock in the afternoon, and arrive at *Savannah* the next Monday morning by ten:—Returning, to leave *Savannah* every Monday, at two o'clock in the afternoon, and arrive at *Augusta* the next Wednesday, by five in the afternoon.

13. From *Camden* to *Statesburg*: The mail to leave *Camden* every Thursday by four in the morning, and arrive at *Statesburg* by eight:—Returning, to leave *Statesburg* every Saturday, at two in the afternoon, and arrive at *Camden* by six.

In MASSACHUSETTS, RHODE-ISLAND and CONNECTICUT.

14. From *Boston* to *Providence*: The mail to leave *Boston* every Monday and Thursday, by six in the morning, and arrive the same days at *Providence*, by five in the afternoon:—Returning, to leave *Providence* every Wednesday and Saturday, by six in the morning, and arrive the same days at *Boston*, by five in the afternoon.

Persons offering proposals for this contract, are desired also to state the terms on which they will carry the mail between *Boston* and *Providence*, three times a week, and every day in the week (Sunday excepted) in case a stage waggon should run so often between those two places.

15. From *Providence*, by *Norwich*, to *Hartford*: The mail to leave *Providence* every Tuesday and Friday, by six o'clock in the morning, and arrive at *Norwich* the same days, and at *Hartford* on Wednesday and Saturday, by five in the afternoon:—Returning, to leave *Hartford* every Monday and Thursday, at seven in the morning, arrive at *Norwich* the same days, and at *Providence* on Tuesday and Friday, by five in the afternoon.

Persons offering proposals for this contract, are also desired to state the terms on which they will carry the mail between *Providence* and *Hartford* three times a week, if a stage waggon should run so often between those two places.

16. From *New-London* to *Newport*, thence by *Bristol* and *Warren* to *Providence*, thence by *Greenwich* to *Newport*, and from *Newport* to *New-London*: The mail to leave *New-London* every Tuesday, at two in the afternoon, and arrive at *Newport* the next day by six in the evening; leave *Newport* every Friday at eight in the morning, and arrive at *Providence* the same day by six in the evening; leave *Providence* on Saturday at eight in the morning, and passing through *Greenwich*, arrive at *Newport* the same day by six in the evening; leave *Newport* the next Monday at eight in the morning, and arrive at *New-London* the next day by ten in the forenoon.

17. From *New-Haven* to *New-London*: The mail to leave *New-Haven* every Monday, at eight in the morning, and arrive at *New-London* every Tuesday by ten in the forenoon:—Returning, to leave *New-London* every Tuesday at two o'clock in the afternoon, and arrive at *New-Haven* every Wednesday afternoon by six.

18. From *Middletown* to *New-London*: The mail to leave *Middletown*, from November first to May first, every Thursday morning, and from May to November, every Friday morning, by eight o'clock; and arrive at *New-London* by six in the evening of the day of its departure:—Returning, to leave *New-London* each next succeeding day by eight in the morning, and arrive at *Middletown* by six in the evening.

In NEW-YORK.

19. Between the city of *New-York* (by *King's-bridge*, *Poughkeepsie*, and the city of *Hudson*) and *Albany*: The carriers, with the mails, to leave *New-York* and *Albany* every Monday and Thursday, by four in the morning, meet, and return to each place on Wednesday and Saturday, by six in the evening.

In PENNSYLVANIA.

20. From *Philadelphia*, by *Lancaster*, *York-town*, *Carlisle*, *Shippensburg*, *Chambersburg*, *Bedford* and *Greensburg* to *Pittsburg*: The mail to leave *Philadelphia* every Saturday at noon, and arrive at *Pittsburg* the next Friday by noon; remain there not less than four, nor more than six hours, and return to *Philadelphia* the following Friday by noon.

In the State of DELAWARE.

21. From *Wilmington*, by *New-Castle*, *Cantwell's-bridge*, and *Duck-Creek*, to *Dover*: The mail to leave *Wilmington* every Monday afternoon, by five o'clock (or as soon as the mail from *Philadelphia* is received) and arrive at *Dover* by five in the evening of Tuesday:—Returning, to leave *Dover* every Wednesday morning by five o'clock, and arrive at *Wilmington* by seven in the evening of the same day.

In DELAWARE and MARYLAND.

22. From *Christiana-bridge*, by *Middletown*, *Warwick* and *George-town* Cross-Roads, to *Chester-town*, and thence to *Easton*: The mail to leave *Christiana-bridge* every Monday afternoon, by six o'clock (or as soon as the mail from *Phila-*

delphia is received) and arrive at *Easton* by six in the evening of Tuesday:—Returning, to leave *Easton* every Wednesday morning by five o'clock, and arrive at *Christiana-bridge* in the evening of the same day, by eight o'clock.

Persons offering proposals for carrying this mail, are desired to state the terms on which they will carry it from May first to November first, by leaving *Philadelphia* every Monday at half past nine, A. M. and reaching *Easton* the next day by four, P. M.—and returning, leave *Easton* every Wednesday by four, A. M. and arrive at *Philadelphia* the next day by noon:—And perform the same tour, during the other half of the year, between half past nine o'clock of every Monday, and noon of the next Saturday. And also their terms for carrying an additional mail between *Philadelphia* and *Chester-town*, leaving *Philadelphia* every Wednesday and Friday at half past nine, A. M. and returning the fourth day after by noon.

23. From *Baltimore* to *Annapolis*: The mail to leave *Baltimore* every Monday and Friday, at eight in the morning, and arrive at *Annapolis* the same days by five in the afternoon:—Returning, to leave *Annapolis* every Tuesday and Saturday by eight in the morning, and arrive at *Baltimore* the same days by five in the afternoon.

In VIRGINIA and NORTH-CAROLINA.

24. From *Suffolk*, by *Edenton*, *Plymouth*, *Washington* and *Newbern*, to *Wilmington*: The mail to leave *Suffolk* every Wednesday at four o'clock in the morning, and arrive at *Wilmington* the next Saturday, by six in the evening:—Returning, to leave *Wilmington* every Monday by four in the morning, and arrive at *Suffolk* the next Thursday by six in the evening.

In NORTH-CAROLINA.

25. From *Halifax* by *Blountsville*, *Williamsdown*, and *Dalryles*, to *Plymouth*, once in two weeks:—The mail to leave *Halifax* every other Monday by five o'clock in the morning, and arrive at *Plymouth* the next day by six in the evening:—Returning, to leave *Plymouth* the next Thursday by five in the morning, and arrive at *Halifax* on Friday by five in the evening.

Note 1. If during the continuance of the contracts here proposed, any other times of arrival and departure of the mails should become necessary, to preserve a proper connection with other mails, the contractors are to conform to any arrangement which for that purpose shall be made by the Post-Master General, such arrangement not lessening the number of hours above allowed for carrying the mails respectively, without their consent.

2. A contract shall not be for less than ten minutes, nor exceeding half an hour, for opening and closing a mail is to be allowed at each Post-Office, at which the time of its arrival and departure is not herein specified.

3. For every half hour's delay (unavoidable accidents excepted) in arriving after the times prescribed in any contract, the contractor to forfeit one dollar; and for the non-performance of a trip, double the sum which the value of one trip shall bear to the value of the whole number of trips to be performed.

4. The mail may be carried on any of the post roads herein described, either in stage waggons or on horses: but when the state of the roads prevents travelling in waggons with the necessary expedition, the mails are to be carried on horses.—Every mail-stage must have in it a box in which the mail is invariably to be carried, under lock and key.

5. News-papers, as well as letters, are to be sent in the mails; and if any contractor would wish to be authorized to carry news-papers, other than those conveyed in the mail (agreeably to the 22d section of the post-office law) he must, in his proposals, state the respective sums for which he will carry the mails with and without the emoluments which may arise from such separate carriage of news-papers.

NEW POST ROADS.

In NEW-YORK, MASSACHUSETTS and VERMONT.
An extension of the Post roads having been desired, from *Connequot-harrie* to *Whites-town*, and thence to *Kanandaigua*, in the state of *New-York*; from *Stockbridge* to *Bennington*, in the states of *Massachusetts* and *Vermont*; and from *Rutland* to *Windfor*, and *Rutland* to *Fairhaven*, in *Vermont*: Proposals for carrying mails on those routs, (at the expense of the contractors) will be received at the General Post-Office, until the fifteenth day of November next inclusively.—Persons offering such proposals, must state the days and hours when they will receive and deliver the mails at each place here mentioned, and the length of time (which cannot exceed eight years) for which they will contract.

The contractors, respectively, will have the exclusive privilege of carrying letters and packets on these roads, for hire; and be authorized to receive, to their own use, all the postages which shall arise on letters, packets and newspapers by them carried, at the rates established by law: but must carry, free of postage, such letters and packets as by law are, or shall be declared free.

For every hour's delay (unavoidable accidents excepted) in delivering a mail, after the time agreed on, the contractor to forfeit one dollar; and for the non-performance of a trip, one dollar for every ten miles distance, as far as the failure extends.

The persons whom the contractors shall designate for Postmasters, on these routes,—previous to their acting as such, must be approved by the Post-Master General, and take the oaths required by law. They are to agree for their compensations with the contractors, to whom alone they are to account for all the postages they shall receive. The same oaths must be taken by the contractors and their riders who carry the mails.

TIMOTHY PICKERING,
POST-MASTER-GENERAL.

BOWEN'S EXHIBITION OF Wax-Work & Paintings,

At the House lately occupied by Mrs. PINE, in Eighth-street, is now ready for the entertainment of the Public.—Among a great variety of Paintings, are a number of ITALIAN & FRENCH PIECES, which are new and very pleasing.

Also, a large collection of NEW WAX FIGURES.

The Exhibition is open every day, from nine o'clock in the morning, until nine in the evening.—Admittance HALF A DOLLAR for Ladies and Gentlemen, and half price for Children. Tickets for the season, (not transferable) Two DOLLARS.

For Sale, at the Exhibition Rooms, LIKENESSES of the PRESIDENT of the UNITED STATES, in WAX, And a variety of Elegant PRINTS in Frames. Sept. 21. (eptf)

Grand Family Bible.

PROPOSALS FOR PRINTING BY SUBSCRIPTION, An ELEGANT EDITION of the SACRED SCRIPTURES Of the OLD and NEW TESTAMENTS, with the APOCRYPHA, On a very large and beautiful new Type, and superfine Paper.

THE great importance of the Holy Scriptures, interesting to every individual; the divine excellence of its doctrines and precepts, and the beauty and sublimity of its passages, have so long made it a capital object of attention, as to preclude occasion or opportunity for eulogium.

The piety or enterprise of individuals has presented this invaluable book to the public in a variety of forms; in some editions it has been highly embellished with superb engravings, which have greatly enhanced its price; in others it has been accompanied with voluminous commentaries, which necessarily encreased the size; while a variety of plain cheap copies have generally diffused the knowledge of the Scripture, and made the purchase easy to every class.

Without wishing in the smallest degree to lessen the merits of the various editions, whether plain or ornamented, which the public are already in possession of, it is pertinent to remark, that very many readers of taste and judgment have expressed a wish for a Family Bible unencumbered with additions. There still appears room for another edition on a beautiful new type, superior in size and elegance to any bible that has yet been printed in the English language, and which, leaving the adventitious circumstances of ornament or comment, may exhibit the Oracles of God in their native simplicity.

SPECIMEN OF THE TYPE.

3 ¶ And God said, Let there be light: and there was light.

With respectful submission to the judgment and candour of the public, the following proposals are offered:

I. The work shall be printed with the greatest fidelity and attention to correctness both in the text and marginal references, on a superfine Paper made on purpose, with an elegant new Type cast for the work of the size of the above Specimen.

II. The work will be comprised in twenty numbers, making two elegant volumes in Folio; to be furnished to subscribers at one dollar each number. To prevent any complaints of want of punctuality, no part of the work will be delivered untill paid for.

III. The first number, containing sixty folio pages, elegantly printed, will be furnished on the first Saturday of July next, when subscribers are to pay the price of the first and second numbers, and the price of one number to be always in advance till the work is completed. The subsequent numbers to be published regularly on the first Saturday of each succeeding month, till the whole is finished.

Subscriptions will be received in Philadelphia by the Publishers, THOMAS DOBSON, No. 41, South Second-street, and JOHN PARKER, No. 259, North Second-street; and by all the Booksellers; in Charleston, by William E. Young; Richmond, by Archibald Currie; Baltimore, by James Rice; Wilmington, by Peter Brynberg; New-York, by Thomas Allen; New-Haven, by Isaac Beers; Providence, (R. I.) by William Wilkinson; Salem, by Thomas Cushing; Boston, by David West, Benjamin Guild, and Thomas & Andrews.

NEW TEAS.

IMPERIAL, HYSON & SOUCHONG,

Of the very first quality, and latest importation from Canton, via New-York, by retail, at No. 19, Third, between Chestnut and Market Streets.

WANTED—TO RENT,

From the last of October next,

A convenient House, in or near the centre of the City.—Enquire of the Editor.