

### 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*: 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 *Staatsburg*: The mail to leave *Camden* every Thursday by four in the morning, and arrive at *Staatsburg* by eight:—Returning, to leave *Staatsburg* 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 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 *Kingsbridge*, *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 *Greenburg* 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 *Philadelphia* 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*, *Williamstown*, and *Daileys*, 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.

26. From *Wilmington* to *Fayetteville*: The mail to leave *Wilmington* every Sunday, at four in the morning, and arrive the next day at *Fayetteville* by five in the afternoon:—Returning, leave *Fayetteville* every Tuesday, by four in the morning, and arrive at *Wilmington* the next day by five in the afternoon.

In VIRGINIA.

PROPOSALS will be received at the Post-Office in *Richmond*, until the 10th day of November next inclusively, for carrying the mail of the United States from *Richmond* to *Staunton*,—from the 15th day of the same month, until the first day of June 1794. The mail to leave *Richmond* every Monday by six in the morning, and arrive at *Staunton* the next Wednesday by six in the evening:—Returning, leave *Staunton* every Thursday at ten in the forenoon, and arrive at *Richmond* the next Saturday by seven in the evening.

The persons offering proposals for carrying this mail, are desired to state the terms on which they will carry it, and leave *Richmond* every Wednesday at noon, and arrive at *Staunton* the next Saturday by three in the afternoon:—Returning, leave *Staunton* every Monday at seven in the morning, and arrive at *Richmond* the next Wednesday by ten in the forenoon.

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 convenient time not 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 & VERMONT.

An extension of the Post roads having been desired, from *Connors-harrietto 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 *Windsor*, and *Rutland* to *Fairhaven*, in *Vermont*: Proposals for carrying mails on those routes, (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.

THE Editor of this Gazette earnestly requests all those of his Subscribers, whose accounts are of one, two or three years standing, to discharge them as soon as possible.

All persons empowered to collect monies for the paper, to whom payments have been made, would greatly oblige him by transmitting the sums received, and the names of the subscribers who have paid.

While every grateful acknowledgment is due to those whose punctuality has enabled the Editor thus far to continue the publication—he is obliged to observe, that so great is the expense attending its prosecution, and so large the amount of arrearages, that unless a considerable part of that amount is speedily realized, it will be impossible for him to continue the Gazette with any reference to a distant and extensive circulation.

September 29, 1792.

WANTED—TO RENT,

From the last of October next, A convenient House, in or near the centre of the City.—Enquire of the Editor.

The INDEX and TITLE-PAGE for the Third Volume of this GAZETTE, are now ready to be delivered to those who intend to bind that Volume.

### Strayed or Stolen,

FROM the subscriber, on the night of the 28th instant, from the inclosure of JOHN CLARK, of Trenton Township, Hunterdon county, New-Jersey, a Cheviot Sorrel MARE, about nine years old, fourteen and an half hands high, bald faced, white f and eyes, a bunch on her left and near side, occasioned by a hurt, small long neck, thin mane, shortish tail, shod all round: Whoever will take up said Mare, and return her either to JOHN CLARK, of Trenton, RICHARD VARIAN, New-York, or the subscriber in Danbury, Fairfield county, State of Connecticut, shall receive EIGHT DOLLARS REWARD for the Mare and Thief, or FOUR DOLLARS for the Mare only. JAMES TROWBRIDGE. Trenton, (N. J.) Sept. 18, 1792.

### NEW-BRUNSWICK Church Lottery.

THE peculiar circumstances of a gentleman who had undertaken to dispose of a proportion of the tickets in the New-Brunswick Church Lottery, having, in his opinion, rendered it inconvenient for him further to proceed in the sale thereof, between eleven and twelve hundred tickets are unexpectedly returned to the Rectors, Church-Wardens and Vestry-men. This lays the Managers under the necessity of further adjourning the drawing of the Lottery, until the fifteenth day of October next, that they may have time to transmit these tickets to the parts of the state where they are applied for, and receive the returns. As there are but few tickets besides these remaining on hand, all persons who are disposed to promote the pious object of this Lottery, or to take a chance for the prizes therein, are requested to supply themselves by the first of October; and the gentlemen appointed to dispose of them, are desired to return those to the Managers which then remain unsold, to answer the applications of some gentlemen in the neighbourhood, who are postponed to this resource for a supply.—And notice is hereby given, that the tickets not returned to the Managers by the eighth day of October, will be considered as at the risk of the holders.

N. B. ROBERT MORRIS, Esq. of New-Brunswick, is duly chosen one of the Managers of the Lottery, and has given security and qualified agreeably to law. (cp10)

### 100 Dollars Reward.

LOST on Cambridge Common, Massachusetts, on the afternoon of the 18th ult. a Morocco POCKET-BOOK, with a steel clasp, containing a number of valuable papers, among which were the following PUBLIC SECURITIES, viz. Massachusetts State Notes—No. 2,425, dated December 1, 1782, payable to *Thomas Greenwood*, for £. 23 16s. principal—No. 22,399, dated January 1, 1785, payable to *Nathaniel Partridge*, for £. 10 10s. principal—No. —, dated January 1, 1782, (an army note) payable to *Timothy Howard*, for £. 8 8s. 1d. principal.—No. —, a Note (the number, date, and to whom payable, not known) for £. 3 0s. 3d. principal.—One Indent Certificate for Four Dollars, and a New-Hampshire Certificate for about £. 12 payable to *Josiah and Daniel Jenks*; also a number of Notes of Hand, one of which was for £. 572 given by *Nathan Bond* to *Samuel W. Pomeroy* (by whom it was endorsed) dated 11th May, 1792, and payable on the 11th August following; the others were all payable to the Subscriber. The Securities are checked at the different offices from whence they were issued, and the Notes of Hand by the different figures, they can therefore be of no use to any but the owner.

The Subscriber hereby offers a reward of ONE HUNDRED DOLLARS to any person or persons who has found the same, and will return them to him, or leave them with the Printer hereof, and no questions will be asked.

ABRAHAM FOSTER.

Salem, Massachusetts, August 1, 1792. (cp11)

### Stock Brokers Office,

No. 45, Great Dock-Street, NEW-YORK. THE Subscriber intending to confine himself entirely to the PURCHASE AND SALE OF STOCKS ON COMMISSION, begs leave to offer his services to his friends and others, in the line of a Stock Broker. Those who may please to favor him with their business, may depend upon having it transacted with the utmost fidelity and dispatch.

Orders from Philadelphia, Boston, or any other part of the United States will be strictly attended to.

LEONARD BLEECKER. (f.1.)

### Universal Hymn Book.

To be Sold by THOMAS DOBSON, and other Book-sellers in Philadelphia. A Collection of PSALMS, HYMNS, and SPIRITUAL SONGS; selected from different Authors, and published by Order of the Convention holding the Doctrine of the Salvation of all Men, met in Philadelphia, May 25, 1791. Price of a single book, bound 3-8ths of a Dollar, with good allowance to those who take quantities. August 4. (cp12)

The SUBSCRIBERS to the

### Universal Tontine

Are informed, that a general meeting is to be held at the State-House in this city, on Saturday the 3d day of November next, at 10 o'clock, A. M. agreeably to the sixth article of their association.

By order of the Agents, EBENEZER HAZARD, Secy. Philadelphia, Sept. 15, 1792. (cp13)

### 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.