

General Post-Office.

PHILADELPHIA, Sept. 10, 1792. PROPOSALS will be received at this Office until the fifteenth day of November next...

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...

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...

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...

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...

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...

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...

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...

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...

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...

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...

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...

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 Stateburg: The mail to leave Camden every Thursday by four in the morning, and arrive at Stateburg by eight: Returning, to leave Stateburg 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-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, Shippenburg, 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 no 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 every Monday, and noon of the next Saturday. And also their terms for carrying an additional mail between Philadelphia and Chelertown, 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 Blountville, 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.

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 Connorsharrieto 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.

NEW TEAS.

IMPERIAL, HYSOY & 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. N. B. A few Boxes of the above HYSOY for sale.

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.

May 2.

Universal Hymn Book.

To be Sold by THOMAS DOBSON, and other Bookfellers 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. (cont.)

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 for 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 increased 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 unless 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. 47, South Second-Street, and JOHN PARKER, No. 259, North Second-Street; and by all the Bookfellers in Charleston, by William P. 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.

PLANS

OF THE City of Washington,

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Said GOULD has for sale, an infallible cure for Weak or Sore Eyes, which on trial, has and will be found to answer the purpose.—He has it in vials from one quarter of a dollar to a dollar.—Any person trying the above, if not found to answer the character given, the money will be returned. [ct]

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ALSO, A TABLE for receiving and paying Gold—graduated according to Law—Blank Manifests—And Blanks for the various Powers of Attorney necessary in transacting Business at the Treasury or at the Bank of the United States.

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