

UNITED STATES MAILS.

PENNSYLVANIA.

POST OFFICE DEPARTMENT.

WASHINGTON, Dec. 10, 1850.

PROPOSALS will be received at the Contract Office of this Department until 3 p.m. of Saturday, March 31, 1850, for conveying the mails of the United States for four years, commencing July 1, 1850, and ending June 30, 1854, in the State of PENNSYLVANIA, on the routes and by the schedule of departures and arrivals herein specified.

Decisions announced by April 21, 1850.

2768 From Hildway, by Williamsport and Clermontville, to Smithport, by mail, twice a week.

Leave Hildway Tuesday and Saturday at 6 a.m.

Arrive at Smithport by 7 p.m.

Leave Smithport Monday and Friday at 6 a.m.

Arrive at Hildway by 7 p.m.

Proposals for three times a week service are invited.

2769 From Smithport, by Lewisburg, Eldersburg, and Williamsport, to Warren, 43 miles and back, once a week.

Leave Smithport Tuesday at 6 a.m.

Arrive at Warren next day by 12 m.

Leave Warren Wednesday at 2 p.m.

Arrive at Smithport next day at 6 p.m.

2770 From Smithport, by Farmville, Valley, Sartwell, Allentown, and Portville, N. Y., to Olean, 26 miles and back, six times a week.

Leave Smithport daily, except Sunday, at 9 a.m.

Arrive at Olean by 6 p.m.

Leave Olean daily, except Sunday, at 6 a.m.

Arrive at Smithport by 3 p.m.

2771 From Kinross, by Gordon, Onsville, Friend's Ferry, and Ten Mile Spring, to East Randolph, 20 miles and back, once a week.

Leave Kinross Friday at 8 a.m.

Arrive at East Randolph by 6 p.m.

Leave East Randolph Saturday at 8 a.m.

Arrive at Kinross by 12 m.

2772 From Eldersburg, 10 miles and back, once a week.

Leave Eldersburg Tuesday at 8 a.m.

Arrive at Bradford by 11 a.m.

Leave Bradford Tuesday at 12 m.

Arrive at Eldersburg by 3 p.m.

2773 From Bradford, by Kendall Creek and Longstone, to Tama, 13 miles and back, three times a week.

Leave Bradford Monday, Wednesday and Friday at 8 a.m.

Arrive at Tama by 12 m.

Leave Tama Monday, Wednesday and Friday, on arrival of railroad mail, say at 2 p.m.

Arrive at Bradford by 5 p.m.

Proposals are invited for six-times-a-week service.

2774 From Gowdersport, by Edinboro, Boudette, Birdsboro, Port Allegany, and Liberty Hill, to Smithport, 52 miles and back, twice a week.

Leave Gowdersport Monday and Friday at 6 a.m.

Arrive at Smithport by 3 p.m.

Leave Smithport Tuesday and Saturday at 6 a.m.

Arrive at Gowdersport by 3 p.m.

2775 From Gowdersport, by Gettysburg, Ellipton, Genesee Fork, and Eleven Mile, to Wellsville, N. Y., 30 miles and back, six times a week, three of the weekly trips to be run via Gettysburg.

Leave Gowdersport daily, except Sunday, at 6 a.m.

Arrive at Wellsville by 6 p.m.

Leave Wellsville daily, except Sunday, at 8 a.m.

Arrive at Gowdersport by 6 p.m.

2776 From Gowdersport, by East Homer, Aser's Hill, Henry, Norcross, Winton, and First Fork, to Sinnamahoning, 36 miles and back, once a week.

Leave Gowdersport Monday at 7 a.m.

Arrive at Sinnamahoning next day by 7 p.m.

Leave Sinnamahoning Wednesday at 7 a.m.

Arrive at Gowdersport next day by 7 p.m.

2777 From Gowdersport, by Gettysburg and Raymond's rd, to Ulysses, 18 miles and back, once a week.

Leave Gowdersport Saturday at 7 a.m.

Arrive at Ulysses by 12 m.

Leave Ulysses Friday at 1 p.m.

Arrive at Gowdersport by 6 p.m.

2778 From Gowdersport, by Nalsonport, Carter's Camp, Kettle Creek and Haystack, to Kettle Creek, 7 miles and back, twice a week to Kettle Creek, and once a week to Nalsonport.

Leave Gowdersport Tuesday and Friday at 6 a.m.

Arrive at Kettle Creek by 7 p.m.

Leave Kettle Creek Wednesday and Saturday at 6 a.m.

Arrive at Gowdersport by 7 p.m.

2779 From Kettle Creek by 7 p.m.

Arrive at Kettle Creek by 10 a.m.

Leave Kettle Creek by 12 m.

Arrive at Gowdersport by 2 p.m.

2780 From Sinnamahoning, by Second Fork, Pine Street, and Union, to Smithport, 51 miles and back, twice a week.

Leave Sinnamahoning Monday and Thursday at 11 a.m.

Arrive at Smithport next day by 12 m.

Leave Smithport Wednesday and Saturday at 7 a.m.

Arrive at Sinnamahoning next day by 4 p.m.

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 railroad and steamboat routes there is to be no more delay than is sufficient for an exchange of the mail bags.

2. On railroad and steamboat lines, and other routes where the mode of conveyance admits of it, the special agents of the Post Office Department, also post office blanks, mail bags, locks, and keys, are to be conveyed without extra charge.

3. On railroad and steamboat lines the route agents of the department are to be conveyed without charge, and for their exclusive use, while traveling with the mails, a commodious seat, or apartment in the centre of a car, properly lighted, warmed, and furnished, and adapted to the convenient separation and due security of the mails, is to be provided by the contractor, under the direction of the department.

4. Railroad and steamboat companies are required to take the mail from and deliver it into the post offices at the commencement and ends of their routes, and to from all offices not more than eighty rods from a station or landing. Proposals may be submitted for the performance of all other side services—that is, for offices over eighty rods from a station or landing.

Receipts will be required for mail bags conveyed in charge of persons employed by railroad companies. There will also be "way bills" prepared by postmasters, or other agents of the department, to accompany the mails specifying the number and destination of the several bags. On the principal stages routes, likewise, receipts will be required and way bills forwarded; the latter to be examined by the several postmasters, to insure regularity in the delivery of mail bags.

5. No pay will be made for trips not performed; and for each such omission not satisfactorily explained three times the pay of the trip may be deducted. For arrivals so far behind time as to break connection with depending 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.

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

7. The Postmaster General may annul the contract for repeated failures to run agreeably to contracts, for violating the Post Office laws, or disobeying the instructions of the department; for refusing to discharge a carrier when required by the department; or for running an express as aforesaid, or for transporting persons or packages conveying intelligible matter out of the mails.

8. The Postmaster General may order an increase of service on a route by allowing therefor a pro rata increase on the contract pay, if he may change schedules of departures and arrivals in all cases, and particularly to make them conform to connexion 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 cancel 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 require the change, or in case he desires to supersede it by a different grade of transportation.

9. Payments will be made 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 ground, can be considered; nor for alleged mistakes or misapprehension as to the degree of service; nor for bridges destroyed, ferries discontinued, or other obstructions increasing distances, occurring during the contract term. Issues established after this advertisement is issued, and also during the contract term, are to be visited without extra pay, if the distance be not increased.

11. A bid received after the last day and hour named, or without the guaranty required by law and a certificate as to the sufficiency of such guaranty, cannot be considered in competition with a regular proposal reasonable in amount.

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

13. There should be but one route bid for in a proposal. Consolidated or combination bids, (proposing one sum for two or more routes,) are forbidden by law, and cannot be considered.

14. 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.

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

Altered bids should not be submitted; nor bids once submitted be withdrawn. No withdrawal of a bidder or guarantor will be allowed unless dated and received before the last day for receiving proposals.

Each bid must be guaranteed by two responsible persons.

General guaranties cannot be submitted.—The bid and guaranty should be signed plainly with the full name of each person.

The department reserves the right to reject any bid which may be deemed extravagant, and also to disregard the bids of failing contractors and bidders.

16. The bid should be sealed, superscribed "Mail Proposal, 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.

17. The contracts are to be executed and returned to the department by or before the 1st day of August, 1850; but the service must be commenced on the 1st of July; preceding or on the mail day next after that date, whether the contracts be executed or not. No propositions to transfer will be considered until the contracts are executed and received at the department; and then no transfer will be allowed unless good and sufficient reasons therefor are given, to be determined by the department.—In all cases the retiring contractor will be required to become one of the sureties on the new contract.

18. Postmasters at offices on or near railroads, but more than eighty rods from a station, will, immediately after the 31st of March 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 1st of July next.

19. Section eighteen of an act of Congress approved March 3, 1845, provides that contracts for the transportation of the mail shall be let "in every case to the lowest bidder tendering sufficient guaranties for faithful performance, without other reference to the mode of such transportation than may be necessary to provide for the due celerity, certainty, and security of such transportation." Under this law, bids that propose to transport the mail with "celerity, certainty, and security," having been decided to be the only legal bids, are construed as providing for the entire mail, however large, and whatever may be the mode of conveyance necessary to insure its "celerity, certainty, and security," and will have the preference over all others.

20. A modification of a bid in any of its essential terms is tantamount to a new bid, and cannot be received, so as to interfere with a regular competition, after the last hour set for receiving bids. Making a new bid, with guaranty and certificate, is the only way to modify a previous bid.

21. Postmasters are to be careful not to certify the sufficiency of guarantors or sureties without knowing that they are persons of sufficient responsibility; and all bidders, guarantors, and sureties are distinctly notified that on a failure to enter into or perform the contracts for the service proposed for in the accepted bids, their legal liabilities will be enforced against them.

22. Present contractors, and persons known at the department, must, equally with others, procure guarantors and certificates of their sufficiency substantially in the forms above prescribed. The certificates of sufficiency must be signed by a postmaster or by a judge of a court of record. No other certificate will be admitted.

PERSONS WISHING TO CHANGE their business to a rapidly increasing Country, a New Settlement where hundreds are going—Where the climate is mild and delightful. See advertisement of the Hammon Settlement, another column.

INSURANCE AGENCY.

Kensington Insurance Company, Philadelphia Cash Capital \$100,000  
Farmers' Union Insurance Co., Athens, Pa. Cash Capital \$200,000  
Great Western Insurance Co., Philadelphia, Pa. Cash Capital \$1,000,000  
West Branch, (Mutual) Lock Haven Pa.  
Insurances can be effected in the above responsible Stock Companies by the subscriber. Any communication addressed to him, at Smithport, Pa., will meet with prompt attention.  
R. F. DAVIS, Agent.  
Smithport, Dec. 9, 1850. [n401f]

PORK & FLOUR  
WHITE FISH AND SHAD.

TALLOW & STEARINE  
CANDLES,  
WARRANTED TO STAND IN HOT  
WEATHER, FOR SALE AT  
BROWNELL'S.

August 12, 1850.

JEFFREY'S DOUBLE-ACTING  
SUCTION & FORCE PUMP  
WITH

India Rubber Ball Valves.  
THE SUBSCRIBER having purchased the right to make and sell this New Pump, feels a confidence that his efforts to bring it into general use, in this county, will be seconded by all who see its construction and operation.

Among the many advantages secured by the use of this Pump, the following may be enumerated:

1. A double action, by which twice the water can be raised at the same time.

2. Great ease in working, this adapting the Force Principle to common wells.

3. The transformation, in a moment, of the Pump into an efficient fire engine, thus rendering the loss of dwellings by fire, totally unnecessary.

4. Capability of watering gardens, Lawns, or sprinkling walks, washing windows, &c., with the utmost ease and thoroughness.

5. Power to raise water with slight labor to any reasonable height, as in supplying chambers &c.

6. The convenience of having the Pump in a kitchen, or other rooms of your dwelling, without regard to the location of the Well or Cistern.

7. The easy protection of the instrument against Frost.

8. The ease with which it may be mounted on wheels, or in other ways be made portable.

9. A simplicity which ensures great durability, protects it from being thrown out of order, and makes any repairs easy and of little cost.

10. Great Cheapsness: for the first time bringing the cost of the Force Pump into the neighborhood of the common Suction and Chain Pumps, while it is immeasurably superior to both.

Manufactured and for sale by the subscriber, only, at his shop in Mechanicsburg.

A. WOLTERS.  
Mechanicsburg, March 18, 1855.

SCOTT & CONLON,  
MERCHANT TAILORS,  
OLEAN, N. Y.

HAVE just received their Winter Stock of goods, and are prepared to supply their numerous customers and those who favor them with their patronage, with any thing in their line. Their stock consists of Cloths, Cassimeres, Vestings, Hats, Caps, Shirts, Collars, Cravats, Neck Ties, &c. &c.  
They have also a large assortment of READY-MADE CLOTHING.  
Of the latest style. Give them a call before purchasing elsewhere. Orders from a distance promptly attended to. Cutting done on short notice.  
J. S. SCOTT,  
JAS. CONLON,  
Olean, Jan. 12, 1850.

NOTICE.

All persons knowing themselves indebted to the undersigned by Book account, will save cost by settling the same by payment or Note immediately.  
E. S. MASON.  
December 1, 1850.

200 BARRELS of Green Apples in store and for sale by  
B. F. WRIGHT.

To Those Interested in Mining and Mineral Lands:

W. H. HAINES offers his services for the examination of Mineral Lands in M'Kean and Elk counties, and will give his opinion as to the VALUE OF MINES, &c. Those engaging his services will receive all necessary and reliable information. Residence at Banker Hill, Meigs.  
Sergeant, M'Kean Co., June 30, 1850.

OLD DOMINION COFFEE POTS AT  
MASON'S.

J. J. BARKER'S STRAW-CUTTER.

THE SUBSCRIBER now offers to the public this Improved Straw-cutter, in full confidence that all who take the trouble to witness its operations will be convinced of its superiority over any other now in use.

A supply kept constantly on hand and manufactured to order.

As no other person has the right to make or use this Cutter within M'Kean county, all who are using it in violation of the patent will be prosecuted.

A. WOLTERS.  
Mechanicsburg, August 27, 1850.

A CARD.

J. K. HAFPEE offers his services to parties owning or wishing to purchase mineral lands in M'Kean, Elk, Clearfield or Jefferson counties.

Examinations made and faithfully reported.  
Bradford, July 27, 1850.

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Tinga Co. Pa.  
Associates Judges—Hon. J. Darling, Smithport,  
Hon. S. Holmes, Bradford.  
Sheriff—Joseph Morse, Smithport.  
Prothonotary—Samuel C. Hyde, Smithport.  
Register and Recorder—C. K. Sartwell, Smithport.  
Treasurer, (pro tem.)—Enos Parsons, Bradford.  
Commissioners—Daniel J. Keyes, Eldersburg, W. J. Colegrove, Norwich; Nelson Peabody, Ceres.  
Commissioners' Clerk—J. R. Chadwick, Smithport.  
Auditors—B. C. Corwin, Smithport, V. P. Carter, Ceres.  
District Attorney—Warren Cowles, Smithport, Corners.—James Bond, Lafayette.

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