

5393. From Pulaski at 5 a m once a week, on Monday.
By Shoal Spring, Sugar Creek, and Lexington, Alabama.
To Rogersville by 7 p m same day, 42 miles.
And back between 5 a m and 7 p m next day.

5394. From Cornersville at 2 p m three times a week, Monday, Wednesday and Friday, By Elkridge.
To Lynville by 5 p m, 12 miles.
And back between 9 a m and 12 m same days.

5395. From Lewisburg at 3 p m once a week, Wednesday.
By Cochransville, Cornersville, Richland, Pulaski, Baldwinsville, and Lawrenceburg.
To West Point by 7 p m next day, 61 miles.
And back between 7 a m Tuesday, and 11 a m next day.

5396. From Lewisburg at 5 a m twice a week, Tuesday and Friday.
By Berlin, Mooresville, Silver Creek, and Pleasant Grove.
To Columbia by 12 m, 27 miles.
And back between 1 p m and 8 p m same days.

Silver Creek to be supplied on the going, and Pleasant Grove on the returning trips. Bids for three trips a week are invited.

5397. From Columbia at 6 a m, three times a week, Tuesdays, Thursdays, and Saturdays, or on arrival of Nashville mail: By Poplar Ridge, Lynville, Pulaski, Elktion, White Hill, and Madison Cross Roads, Alabama.
To Huntsville by 11 p m same day, 76 miles.
And back between 3 p m Monday, Wednesday, and Friday, and 1 p m next days.

5398. From Columbia at 8 a m, three times a week, Monday, Wednesday and Friday.
By Hope Hill.
To Williamsport by 11 a m, 13 miles.
And back between 1 p m and 4 p m same days.

5399. From Mount Pleasant at 7 a m, twice a week, Monday and Thursday.
By Hampshire, Ison's Store and Duck River.
To Centerville by 5 p m, 32 miles.
And back between 7 a m and 5 p m Tuesday and Friday.

5400. From Franklin at 6 a m, once a week, Thursday.
By West Harpeth, Hill's Valley, Leiper's Fork, Lick Creek, Duty's Bend, Centerville, Beaver Dam Springs, Pleasantville, Linden, Beardown, and Woods.
To Terryville by 5 p m Saturday, 107 miles.
And back between 6 a m Thursday and 5 p m Saturday.

5401. From Franklin at 1 p m, twice a week, Thursday and Friday.
By Pinckney and Bethesda.
To Hurt's Cross Road by 7 p m, 10 miles.
And back between 8 a m and 12 m same days.

5402. From Clarksville at 6 a m, once a week, on Monday.
By Dailey's, Palmyra, Yellow Creek, Furnace, Sailor's Rest, Danielsville, and White Oak.
To Waverly, by 3 p m next day, 60 miles.
And back between 6 a m Wednesday, and 3 p m next day.

With an additional weekly trip to Sailor's Rest, 22 miles, leaving Clarksville at 6 a m Thursday, and returning by 8 p m same day.

5403. From Clarksville at 4 a m, once a week, Monday.
By Richardson's, McAllister's Cross Roads, Thomas's Iron Works, Barton's Creek, Charlotte, and Vernon.
To Centerville by 1 p m next day, 61 miles.
And back between 1 p m Tuesday and 8 p m next day.

5404. From Clarksville at 3 a m every other day.
By Little Grove, Indian Mound, Cumberland Iron Works, Dover, Stoneking Rock, Mouth of Sandy, and Ed Grove.
To Paris by 9 p m same day, 63 miles.
And back between 3 a m and 9 p m same day.
Bids for tri-weekly service will be considered.

5405. From Linden at 5 a m once a week, Monday.
By Duffalo, Palestine, and Newburgh.
To Mount Pleasant by 8 p m, same day, 45 miles.
And back between 5 a m and 8 p m next day.

5406. From Perryville at 5 a m, once a week on Monday.
By Decaturville, Bath Springs, and Carrollville.
To Waynesboro' by 7 p m same day, 83 miles.
And back between 5 a m, and 7 p m next day.

5407. From Perryville at 4 a m, once a week, Monday.
By Decaturville, Lexington, Juno, and Cotton Grove.
To Jackson by 9 p m same day, 53 miles.
And back between 4 a m, and 9 p m Tuesday.

Proposals for tri-weekly service from Waynesboro' by Clifton, Lexington, &c., to Jackson at greater speed, not less than 4 miles per hour, in lieu of the above route, making due connections with the Nashville and Memphis mails at each end, are invited.

5408. From Waynesboro at 5 a m, once a week on Thursday.
By Factor's Fork, West Point, and Reeder'sville, Alabama.
To Florence by 7 p m.
Thence at 5 a m Friday, returning via Westmorelandville, Cypress Inn, Tenn., and Victory.
To Waynesboro by 7 p m same day, equal to 46 miles and back.

5409. From Waynesboro at 7 a m, once a week, Saturday.
By Houston and Pleasant Valley.
To Lowryville by 5 p m, 32 miles.
And back between 7 a m, and 5 p m, Friday.

5410. From Purdy at 4 p m, tri-weekly, Monday, Wednesday, and Saturday.
By Stantonville, Hamburg, Red Sulphur Springs, Eastport, Mississippi, Waterloo, Alabama, Gracely Spring, Oakland, and Florence.
To Tusculum by 9 a m next day, 72 miles.
And back between 11 a m Sunday, Wednesday, and Friday, and 3 a m next days.

5411. From Purdy at 4 a m, 3 times a week, Mondays, Thursdays, and Saturdays.
By Rose Creek, Crainsville, Bolivar, Middleburg, Newcastle, Somersville, White Hill, Oakland, Hickory Wythe, Ammonia, Morning Sun, Green Bottom, and Raleigh.
To Memphis by 6 a m next day, 23 miles.
And back between 1 p m Sundays, Tuesdays, and Fridays, and 3 p m next days.

5412. From Purdy at 5 a m, once a week on Thursday.

By Moran Creek, Jones' Mills, Metamora, and Back's Store, Miss.
To Ripley by 11 a m next day, 52 miles.
And back between 1 p m Friday, and 7 p m next day.

5413. From Bolivar at 7 a m, tri-weekly, Monday, Wednesday, and Friday.
By Van Buren, Williams' Store, La Grange, Lanar, (Miss.), and Hudsonville.
To Holly Springs by 12 m next days, 57 miles.
And back between 1 p m Tuesday, Thursday, and Saturday, and 6 a m next days.

5414. From Somersville at 1 p m once a week, Saturday.
By Colleton, Mount Comfort, and Wall River.
To La Grange by 6 p m, 25 miles.
And back between 6 a m, and 11 a m same day.

5415. From Somersville at 6 a m once a week, Friday.
By Fayette Corner and Estomahla.
To Donora by 6 p m, 30 miles.
And back between 6 a m and 6 p m Saturday.

5416. From Somersville at 6 a m once a week on Monday.
By Dancyville.
To Brownsville by 6 p m, 30 miles.
And back between 6 a m and 6 p m Tuesday.

5417. From Somersville at 7 a m, once a week on Tuesday.
By Whiteville, and Cloverport.
To Meadon by 5 p m, 33 miles.
And back between 7 a m and 5 p m Monday.

5418. From Raleigh at 6 a m once a week, Thursday.
By Shelby Corners, Rosstown, Hagle Flat, Portersville, Birmingham, Covington, Walnut Post, Ripley, Dry Hill, and Rutledgeford.
To Dyersburg by 5 p m Saturday, 77 miles.
And back between 6 a m Tuesday, and 5 p m, Wednesday.

5419. From Colliersville at 1 p m, twice a week, Tuesday and Friday.
By Sandy Spring, Ispanah, and Moscow.
To La Grange by 8 p m, 25 miles.
And back between 5 a m and 12 m same day.

5420. From Randolph at 6 a m, twice a week, Monday and Thursday.
By Bug Creek.
To Raleigh by 12 m, 25 miles.
And back between 10 a m Saturday and Wednesday, and 5 p m, same days.

5421. From Covington at 5 a m, once a week, Wednesday.
By Wesley, Dancyville, Fayette Corner, and Whiteville.
To Bolivar by 8 p m same day, 44 miles.
And back between 5 a m, and 8 p m, Thursday.

5422. From Covington at 7 a m, once a week, Monday.
By Beaverdam Forks, Belmont, and Laurel Creek.
To Somersville by 5 p m same day, 32 miles.
And back between 7 a m and 5 p m next day.

5423. From Brownsville at 4 a m, twice a week, Wednesday and Saturday.
By Wesley, Beaver Dam Forks, Concordia, and Lonsahutchie.
To Raleigh by 8 a m next day, 58 miles.
And back between 1 p m Monday and Thursday, and 6 p m next day.

5424. From Brownsville at 6 a m twice a week, Wednesday and Saturday.
By Derryville.
To Ripley by 12 m, 21 miles.
And back between 1 p m and 7 p m, Tuesday and Friday.

5425. From Brownsville at 6 a m once a week, Saturday.
By Woodville.
To Dry Hill by 2 p m, 23 miles.
And back between 11 a m, Friday, and 7 p m.

5426. From Jackson at 1 p m twice a week, Tuesday and Friday.
By Andrew's Chapel, Denmark, Copan, Brownsville, and Covington.
To Raleigh by 7 p m next day, 72 miles.
And back between 6 a m Monday and Thursday, and 12 m next day.
Separate proposals for the portion of the route to Brownsville, and that beyond, are invited.

5427. From Jackson at 8 a m once a week, Friday.
By Mullin, Jack's Creek, Mud Creek, and Coffee Landing.
To Savannah by 12 m next day, 50 miles.
And back between 12 m Wednesday, and 5 p m Thursday.

5428. From Lexington at 6 a m once a week, Wednesday.
By Grand's, Hill, and Mount Pleasant.
To Jackson by 5 p m same day, 33 miles.
And back between 6 a m and 5 p m Tuesday.

5429. From Huntington at 1 a m tri-weekly, Wednesdays, Fridays, and Sundays.
By South Carroll, Spring Creek, Jackson, Meadon, Bolivar, Middleburg, Newcastle, Somersville, White Hill, Oakland, Hickory Wythe, Ammonia, Morning Sun, Green Bottom, and Raleigh.
To Memphis by 9 a m next days, 133 miles.
And back between 1 p m Mondays, Thursdays, and Saturdays, and 9 p m next days.

5430. From Huntington at 4 a m twice a week, Monday and Friday.
By Road's Creek, R d Mount, Lexington, Middle Fork, Jack's Creek, and Anderson's Store.
To Purdy by 10 p m same days.
And back between 4 a m and 10 p m Tuesdays and Saturdays.

5431. From Huntington at 6 a m once a week, on Monday.
By Heon, Christiansville, Pillowville, Winston, Dresden, and Fleming's.
By Caldwell by 6 p m, 40 miles.
Thence at 6 a m Tuesday, back to Huntington by 4 p m same day, 32 miles.

5432. From Huntington at 5 a m three times a week, Mondays, Wednesdays, and Fridays.
By McLemoreville, Shady Grove, and Waterford.
To Trenton by 2 p m same days, 32 miles.
And back between 5 a m and 2 p m Tuesdays, Thursdays, and Saturdays.

Proposals to extend the Monday and Friday trips going, and the corresponding ones returning from Trenton by Quincy, Cherryville, Brownsville, Wesley, and Covington to Raleigh also proposals for tri-weekly service on the entire route, to run with a greater speed, to be specified, will be considered.

5433. From Trenton at 3 p m twice a week, Monday and Friday.
By Yorkville, Pond Hill, Chester, Mason Hill, Troy, and Fremont.
To Hickman, Ky., by 8 p m next day, 57 miles.
And back between 6 a m, Wednesdays and Saturdays, and 11 a m next days.

5434. From Trenton at 8 a m twice a week, Tuesday and Friday.
By Hitch and South Gibson.

To Jackson by 3 p m same day, 29 miles.
And back between 6 a m and 3 p m Wednesday and Saturday.

5435. From Trenton at 8 a m twice a week, Tuesdays and Saturdays.
By Poplar Grove and Grove Mount.
To Dyersburg by 4 p m, 29 miles.
And back between 6 a m and 4 p m Monday and Fridays.

5436. From Trenton at 3 p m once a week on Friday.
By Easton, Friendship, Chesnut Bluff, Woodville, and Ripley, G. H.
To Fulton by 8 p m next day, 67 miles.
And back between 6 a m Thursday, and 11 a m next day.

5437. From Trenton at 6 a m once a week, Saturday.
By Antioch, Locust Grove, and Winston.
To Dresden by 4 p m, 28 miles.
And back between 6 a m and 4 p m, Friday.

5438. From Paris at 3 a m twice a week, Monday and Friday.
By Barton Hill, Boydsville, Duketown, Feleina, Ky., Wesley and Clinton.
To Columbus by 8 p m, 62 miles.
And back between 3 a m and 8 p m Tuesdays and Saturdays.

Bids for every other day service will be considered; also, bids to run, after passing Fishersville, over Rock Spring and Moscow instead of Wesley and Clinton.
Bids for a branch from Moscow to Hickman, 12 miles, is to be run as often as, and in close connection with the main route, will also be considered.

5439. From Paris at 2 a m every other day.
By Mount Holyoke, Irene's Store, Dresden, Old Hickory, Bulah, and Totter's Wells.
To Hickman, Ky., by 1 p m same days, 60 miles.
And back between 2 p m and 5 p m same days.
Bids for tri-weekly service will be considered.

5440. From Paris at 6 a m once a week, on Monday.
By Sandy Hill, Cotton Creek, Chaseville, Eagle Creek, Morgan's Creek, and Botanic Garden.
To Perryville by 11 a m next day, 59 miles.
And back between 10 a m Tuesday, and 6 p m next day.

5441. From Troy at 6 a m once a week, Wednesday.
By Silver Top.
To Mitchell's Landing by 8 p m, 40 miles.
And back between 6 a m and 8 p m Thursday.

5442. From Dyersburg at 1 p m once a week on Friday.
By Chesnut Bluffs, Lanefield, Cherryville, Cagleville, and Mason's Grove.
To Jackson by 6 p m next day, 56 miles.
And back between 6 a m Thursday, and 11 a m next day.

SPECIAL OFFICES.
Proposals are invited for supplying the following offices, in Tennessee, for the next proceeds of said offices, respectively, limited in each case to a sum to be named in the proposals:
Allen's Station from Lee Valley, 10 miles, once a week.
Ashby from Garrettsburg, Kentucky, 5 miles, once a week.
Austin's Ferry from Panther Spring, 5 miles, once a week.
Barren Plain from Springfield, 4 miles, once a week.
Bellsburg from Charlotte, 15 miles, once a week.
Bigbyville from Poplar Ridge, 1 1/2 miles, twice a week.
Blooming Grove from Blue Springs, 4 miles, once a week.
Boona Vista from Huntingdon, 5 miles, once a week.
Carrollville from Murfreesboro, 13 miles, once a week.
Campbellville from Lynville, 7 miles, twice a week.
Chap Valley from Boydsville, 9 miles, once a week.
Copper Ridge from Rogersville, 13 miles, once a week.
Cotton Creek from Sandy Bridge, 5 miles, once a week.
Cross Plains from Mulloy's, 5 miles, twice a week.
Davis' Landing from Savannah, 12 miles, once a week.
Ebenezer from Ammonia, 24 miles, once a week.
Egypt from Macon, 5 miles, once a week.
Fisher's Cross Roads from Springfield, 15 miles, once a week.
Fint Springs from Cleveland, 9 miles, once a week.
Fontain Head from Gallatin, 4 miles, once a week.
Fox Spring from Turner's Hill, 9 miles, once a week.
Franklin College and Elm Hill from Nashville, 18 miles, twice a week.
Gearsville from Cassville, 10 miles, twice a week.
Gil's Store from Lynchburg, 6 miles, once a week.
Gravel Hill from Purdy, 3 miles, once a week.
Halifax from Lebanon, 7 miles, once a week.
Hamilton's Cross Roads from Athens, 9 1/2 miles, once a week.
Henrietta from Fredonia, 3 miles, once a week.
Hope Hill from Spring Creek, 5 1/2 miles, once a week.
Hoggin's Creek from Purdy, 2 miles, once a week.
Hurricane Creek from Jack's Creek, 12 miles, once a week.
Johnson's from Oak Grove, Kentucky, 6 miles, twice a week.
Lagado from Cedar Grove, 6 miles, once a week.
Lancaster from Gordonsville, 6 miles, once a week.
Logansville from Marysville, 7 miles, twice a week.
Macon from Oakland, 54 miles, three times a week.
Marble Hill from Lynchburg, 7 miles, once a week.
Montezuma from Purdy, 19 miles, once a week.
Montgomery from Hendersonville, 5 miles, once a week.
New Portland from Oatard, 7 miles, once a week.
New York from Little Grove, 7 miles, once a week.
Nabbins Ridge to Audubon from Bolivar, 17 miles, once a week.
Onedio and Henrietta from Fredonia, 10 miles, once a week.
Oward from Standing Rock, 7 miles, once a week.
Owen Hill and Peytonsville from Franklin, 15 miles, once a week.

Pin Top from Bolivar, 16 miles once a week.
Pleasant Exchange from Red Mound, 84 miles, once a week.
Point Mason from Paris, 22 miles, once a week.
Red River from Springfield, 9 miles, once a week.
Robinson's Store from Fayetteville, 12 miles, once a week.
Saint Fe from Williamsport, 61 miles, twice a week.
Sanders from Ely, Fayette, 9 miles, twice a week.
Sawmills from Camden, 10 miles, three times a week.
Sanderville from Shady Grove, 9 miles, once a week.
Sioux Water from Philadelphia, 5 miles, once a week.
Trenton from McMinnville, 11 miles, once a week.
Van Trace from Beach Grove, 8 miles, once a week.
Wheeland from Richland, 5 miles, once a week.
Williams' Store from Van Buren, 4 miles, twice a week.
Willow Grove from Hartsville, 44 miles, once a week.
Zion Hill from Ringgold, Ga., 10 miles, once a week.

Form for a Bid where no change from advertisement is contemplated by the bidder.
I (or we, as the case may be) (here write the name or names in full) [here state the residence or residences] hereby propose to carry the mail on No. _____ from _____ to _____ as often as the advertisement requires, in the time stated in the schedules, and by the following mode of conveyance, to wit: [Here state how it is to be conveyed.] for the annual sum of \$ _____ Dated _____

Form of a Guaranty to accompany each bid.
The undersigned (here insert the name of the guarantor or guarantors) guarantee that, (here insert name of bidder or names of bidders, as the case may be,) if his (or their) bid for carrying the mail from _____ to _____ be accepted by the Postmaster General, shall enter into an obligation prior to the first day of July next, with good and sufficient sureties, to perform the service proposed.
Dated _____

Form of Certificate.
The undersigned, postmaster of _____ certifies that the guarantors above named are sufficient and able to make good their guaranty.
Dated _____

INSTRUCTIONS.
1. Seven minutes are allowed for opening and closing the mails at all offices where particular time is specified, but on railroad and steamboat routes there is to be no more delay than is necessary to deliver and receive the bags.
2. The mail is to be conveyed in preference to passengers, and to their entire exclusion, if its weight and bulk require it.
3. Post office clerks, messengers, and the special agents of the Department, on the exhibition of their credentials, are to be conveyed, without further charge, on small lines admitting of such conveyance.
4. Mail agents are to be conveyed, without charge, on the principal railroad and steamboat lines where the size of the mails and the number of the offices will require their employment by the Department; and in that case, a separate apartment for the assorting and safe-keeping of the mail is to be provided by the contractor, under the direction of the Department.
5. In all cases there is to be a forfeiture of the price of the trip when the trip is not run; a forfeiture of at least one-fourth part of it when the running or arrival is, so far behind time as to lose the connection with a depending mail; and a forfeiture of a due proportion of it when a grade of service is rendered inferior to that in the contract. These forfeitures may be increased at the discretion of higher authority, according to the nature or frequency of the failure and the importance of the mail.
6. Fines will be imposed unless the delinquency be satisfactorily explained in due time, for failing to go on, or deliver at a post office, the mail, or any part of it, for suffering it to be wet, injured, lost, or destroyed; or conveying it in a place or manner that exposes it to deterioration, loss, or injury; for refusing after demand to convey a mail by any coach, railroad car, or steamer, boat, which the contractor regularly runs on the route beyond the specified number of trips in the contract, and for not arriving at the time set; and for setting up or running an express to transmit commercial intelligence in advance of the mail, a penalty will be exacted equal to a quarter's pay.
7. The Postmaster General may annul the contract for repeated failures; for violating the post office laws; for disobeying the instructions of the Department; for refusing to discharge a carrier when required by the Department; for assigning the contract without the assent of the Postmaster General; or for setting up or running an express as aforesaid.
8. The Postmaster General may alter the contract, and after the schedule, he allowing a pro rata increase of compensation, within the restrictions imposed by law, for the additional service required, or for the increased speed, if the employment of additional stock or carriers is rendered necessary; but the contractor may, in such case, relinquish the contract, on timely notice, if he prefers it to the change. The Postmaster General may annul the contract or curtail the service and pay, when he wishes to dispense with the service in whole or in part, or place a higher or different grade of service on the route, he allowing one month's extra pay on the amount expended with.
9. The payments will be made through drafts on post offices 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 prove to be greater than is advertised, if the places are correctly named.
11. The Postmaster General is prohibited by law from knowingly making a contract for the transportation of the mail with any person who shall have entered into any combination, or proposed to enter into any combination, to prevent the making of any bid for a mail contract by any other per-

son or persons, who shall have made any agreement, or shall have given or performed, or promised to give or perform, any consideration to do, or not to do, any thing whatever to induce any other person not to bid for a mail contract. Particular attention is called to the 23rd section of the act of 1836, prohibiting combinations to prevent bidding.
12. A bid received after time, to wit, the 16th April next, at 10 a m, or without the guaranty required by law, or that combines several routes in one sum of compensation, cannot be considered in competition with a regular proposal not adjudged to be extravagant.
13. A bidder may offer, where the transportation called for in the advertisement is difficult or impracticable at certain seasons, to substitute an inferior mode of conveyance; or to intermit service a specified number of days, weeks, or months. He may propose to omit an office that is inaccessible, or is not on the stage road, the railway, or the steamboat landing, as the case may be; or he may offer to substitute an inferior mode of supply in such cases.—He may propose different days and hours of departure and arrival, provided no more running time is asked, and it is obvious that no mail connection or other public accommodation is prejudiced. He may ask for more running time to the trip, during a specified number of days, at certain seasons of peculiarly bad roads; but beyond these changes a proposal for service different from the advertisement will prevent its being considered in competition with a regular bid not set aside for extravagance; and where a bid contains any of the above alterations, their disadvantages will be estimated in comparing it with other proposals.
14. There should be but one route bid for in a proposal.
15. The route, the service, the yearly pay, the bidders' name and residence, and the name of each member of the firm, where a company offers, should be distinctly stated; also the mode of conveyance, if a higher mode than on horseback is intended.
16. The bid should be sent under seal, addressed to the First Assistant Postmaster General, with "Mail Proposals in [name the State and Territory,]" written on the face of the letter; and should be dispatched in time to be received by or before the 16th April next, at 10 o'clock A. M. It should be guaranteed, and the sufficiency of the guarantors should be duly certified. (See forms.)
17. The contracts are to be executed by or before the 1st July next.
18. Postmasters at offices situated upon or near railroads, but more than eighty rods from a depot, will immediately after the 11th May next, report that fact to the Department, stating their exact distance from the railroad depot, and how otherwise supplied with the mail, to enable the Postmaster General to direct the proper supply to be made from the railroad by mail messengers, from and after the first July next.
19. Under the act of March 3, 1845, the route is to be let to the lowest bidder, tendering sufficient guaranties for faithful performance, without other reference to the mode of transportation than may be necessary to provide for the due certainty, security, and safety of such transportation.
When the lowest bid proposes a mode of conveyance that is inadequate for the route in respect to the certainty, security, and celerity of the mails, arising from any accommodation for travel, it will not be entitled to the route.
20. When the bid does not name a mode of conveyance, it will be taken and understood to be for the lowest mode of conveyance, to wit, on horseback. When it proposes to carry on a horseback, the advertisement, and no mode of conveyance is stated for the route in the advertisement, it will be considered as offering only for horseback conveyance.
21. Since the passage of the act of March 3, 1845, a new description of bid has been received. It specifies no mode of conveyance, but engages to carry the mail with certainty, celerity, and security, using the terms of the law. These bids are called, from the manner in which they are designated on the books of the Department, "safe bids." It has been decided, after mature consideration, that a bid proposing a specific mode of conveyance of as high a grade as two-horse coach transportation is to be preferred to the star bid. The experience of the Department enables it to lay down the following rules, viz:—
When the mail on the route is not so large as to require two-horse coach conveyance, a star bid, if the lowest, will be preferred to the specific bid.
22. When the mails are of such size and obligations as render it necessary or expedient, in reference to them alone, to provide two-horse coach conveyance, the specific bid, though the highest, will be preferred to the star bid, to the extent of a moderate difference in the compensation, in case the difference is not such as to interfere with the policy of the new law, which looks to a reduction in the cost of transportation. Exceptions, however, may be allowed, where the star bid is made by the present owner of the route on the route, and it is manifest that the reasons of preferring the specific bid do not exist in his case.
23. On routes of the highest class, where two-horse coach or steamboat transportation is required by the size and importance of the mails, the preference for the specific bid will be, if necessary, carried to a greater extent of difference than on the inferior coach routes, subject, however, to the exceptions above stated.
24. 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 regular competition, after the last hour set for receiving bids.
J. COLLAMER, Postmaster General.
Post Office Department, January, 1850.
70-12.

War with France! - Latest Arrival!
FALL AND WINTER GOODS!
BRADFORD & DODSON
The old stand of J. F. Reeder, have just received their supply of FALL AND WINTER GOODS, comprising a large and beautiful assortment, and which were selected by an experienced hand in the Philadelphia market, and which they are determined to dispose of at the most reasonable prices. Their stock embraces almost everything desirable brought to this market. They might go on enumerating articles, but it is unnecessary. Those wishing to get bargains will do well to give them a call before purchasing elsewhere. Their motto is quick sales, short profits, and prompt pay; and if you don't believe it call and see for yourself.
Flax, Tow, Linn, Jeans, Beavers, Tallow, &c., taken in exchange for Goods.
Oct 19, 1849—U