

WAR DEPARTMENT, June 9, 1817.

This is to give notice,

THAT separete proposals will be received at the office of the secretary for the department of war, until the 31st day of October next, inclusive, for the supply of all rations that may be required for the use of the troops of the United States, from the 1st day of June, 1818, inclusive, until the 1st day of June, 1819, within the states, territories, and districts, following, viz.

1st. At Detroit, Michilimckiuac, Green bay, Fort Wayne, Chicago, and their immediate vicinities, and at any other place or places where troops are or may be stationed, marched or recruited, within the territory of Michigan, the vicinity of the upper lakes, and the state of Ohio, and on or adjacent to the waters of lake Michigan.

2d. At any place or places where troops are or may be stationed, within the states of Kentucky and Tennessee.

3d. At St. Louis, Fort Harrison, Fort Clark, Fort Armstrong, Fort Crawford, Fort Osage or Fort Clark, on the Missouri river; and at any other place or places where troops are or may be stationed, marched or recruited within the state of Indiana, and the territories of Illinois and Missouri.

4th. At Fort Montgomery, Fort Crawford, Mobile, Fort St. Philip, New-Orleans, Baton Rouge and Fort Claiborne; and at any other place or places where troops are or may be stationed, marched or recruited within the Mississippi territory, the state of Louisiana and their vicinities, north of the Gulf of Mexico.

5th. At any place or places where troops are or may be stationed, marched or recruited within the District of Maine and state of New-Hampshire.

6th. At any place or places where troops are or may be stationed, marched or recruited within the state of Massachusetts.

7th. At any place or places where troops are or may be stationed, marched or recruited within the states of Connecticut and Rhode Island.

8th. At any place or places where troops are or may be stationed, marched or recruited within the state of New-York, north of the Highlands, and within the state of Vermont.

9th. At any place or places where troops are or may be stationed, marched or recruited within the state of New-York, south of the Highlands including West Point, and within the state of New-Jersey.

10th. At any place or places where troops are or may be stationed, marched or recruited within the state of Pennsylvania.

11th. At any place or places where troops are or may be stationed, marched or recruited within the states of Delaware, Maryland and the District of Columbia.

12th. At any place or places where troops are or may be stationed, marched or recruited within the state of Virginia.

13th. At any place or places where troops are or may be stationed, marched or recruited within the state of North Carolina.

14th. At any place or places where troops are or may be stationed, marched or recruited within the state of South Carolina.

15th. At Tybee Barracks, Fort Hawkins and Fort Scott; and at any other place or places where troops are or may be stationed, marched or recruited, within the state of Georgia, including that part of the Creek's land lying within the territorial limits of said state.

A ration to consist of one pound and one quarter of beef, or three quarters of a pound of salted pork, eighteen ounces of bread or flour, one gill of rum, whiskey or brandy, and at the rate of two quarts of salt, four quarts of vinegar, four pounds of soap, one pound and one half of candles to every hundred rations. The prices of the several component parts of the ration must be particularly mentioned in the proposals, but the United States reserve the right of making such alterations in the price of the component parts of the ration aforesaid, as shall make the price of each part thereof bear a just proportion to the proposed price of the whole ration. The rations are to be furnished in such quantities that there shall at all times, during the term of the proposed contract, be sufficient for the consumption of the troops for six months in advance, of good and wholesome provisions, the same shall be required. It is also

to be permitted to all and every one of the commandants of fortified places or posts, to call for, at seasons, when the same can be transported, or at any time, in case of urgency, such supplies of like provisions, in advance, as in the discretion of the commander shall be deemed proper.

It is understood that the contractor is to be at the expense and risk of issuing the supplies to the troops, and that all losses sustained by the depredations of the enemy, or by means of the troops of the United States, shall be paid by the United States, at the price of the articles captured or destroyed as aforesaid, on the depositions of two or more persons of credible characters, and the certificate of a commissioned officer, stating the circumstances of the loss, and the amount of the articles for which compensation shall be claimed.

The privilege is reserved to the U. States, of requiring that none of the supplies which may be furnished under any of the proposed contracts, shall be issued, until the supplies which have been or may be furnished under the contract now in force, have been consumed.

GEO. GRAHAM.
Acting secretary of war.

31—t Oct. 1.

PROPOSALS,

For carrying Mails of the United States on the following post-roads will be received at the General Post-Office until Saturday the 13th day of September next, inclusive.

From Cincinnati by Clevil's or North bend, mouth of Miami, Lawrenceburg, Laughery Creek, Evay, Madison, Bethlehem, Province, Lexington, Charleston, and Jeffersonville to Louisville once a week, 122 miles.

Leave Louisville every Monday at 6 a. m. arrive at Charleston by 10 a. m. and arrive at Cincinnati the next Thursday by 10 a. m. Leave Cincinnati every Thursday at 4 p. m. and arrive at charleston on Sunday by 1 p. m. Leave charleston at 2 p. m. and arrive at Louisville by 6 p. m.

From Lexington by Salem to Paoli once a week.

Leave Lexington every Sunday at 1 p. m. and arrived at Paoli on Monday

Leave Paoli

From Newcastle, K. by Madison or Vernon once a week.

Leave Newcastle every Friday at 6 a. m. and arrive at Vernon

Leave Vernon and return to Newcastle,

From Louisville by Corydon, Shoemaker's, Troy, Mount Pleasant, Darlington and Evansville to Harmony once a week, 80 miles.

Leave Louisville every Monday at 6 a. m. and arrive at Harmony on Thursday by 10 a. m. Leave Harmony every Thursday at 1 p. m. and arrive at Louisville on Sunday by 7 a. m.

From Corydon by Fredericksburg, Salem, Maser, and Valona to Brownsville once a week, 20 miles.

Leave Corydon every Monday at 3 p. m. and arrive at Brownstown on Tuesday by 7 p. m. Leave Brownstown on Wednesday at 6 a. m. and arrive at Corydon on Thursday noon.

From Charleston by Salem, Beck's mills, Lindley's mills, Berry's ferry and Hawkin's ferry to Vincennes once a week, 117 miles.

Leave Charleston every Monday at 11 a. m. arrive at Salem by 7 p. m. and arrive by 10 a. m. Leave Vincennes every Thursday at 2 p. m. and arrive at Charleston on Sunday by 1 p. m.

From Vincennes by Hazleton's ferry, Columbia, Princeton, or Gibson c. h. Harmony, Warwick c. h. and Rebus's ferry to Shawanoetown once a week, 95 miles.

Leave Vincennes every Thursday at 2 p. m. and arrive at Shawanoetown on Saturday by 11 a. m. Leave Shawanoetown every Saturday at 2 p. m. and arrive at Vincennes on Tuesday by 11 a. m.

From Shawanoetown by Carmi and Pelyra to Vincennes, 80 miles, once a week.

Leave Shawanoetown every Saturday at 2 p. m. and arrive at Vincennes on Thursday by 2 p. m. Leave Vincennes every Thursday at noon and arrive as Shawanoetown on Saturday by 10 a. m.

From Princeton to Hendersonton, K. once a week.

Leave Hendersonton every Saturday at 4 p. m. and arrive at Princeton the next day by 6 p. m. Leave Princeton

every Monday at 6 a. m. and arrive at Hendersonton the next day by noon.

From Laurencebourg by Georgetown and Brookville to Salisbury once a week, 66 miles.

Leave Laurencebourg every Friday at 9 a. m. and arrive at Salisbury on Saturday by 6 p. m. Leave Salisbury on Saturday at 6 a. m. and arrive at Laurencebourg on Monday by 1 p. m.

From Laurencebourg by Decatur to Wilmington once a week.

Leave Laurencebourg every Friday at 8 a. m. and arrive at Wilmington same day by 6 p. m. Leave Wilmington every Saturday at 6 a. m. and arrive at Laurencebourg same day by 8 p. m.

From Hamilton, Ohio, by Brookville, Brownsville, Waterloo, Centerville, Lapsville and Fairfield to Crookville once a week.

Leave Hamilton every Wednesday at 8 a. m. and arrive at Crookville same day by 8 p. m. Leave Crookville next day at 8 a. m. and arrive at Hamilton same day by 8 p. m.

NOTES.

1. The Post-master General may expedite the mails and alter the times for arrival and departure at any time during the continuance of the contract, he previously stipulating an adequate compensation for any extra expense that may be occasioned thereby.

2. Fifteen minutes shall be allowed for opening and closing the mail, at all offices where no particular time is specified.

3. For every thirty minutes delay (unavoidable accidents excepted) in arriving after the times prescribed and in any contract, the contractor shall forfeit one dollar; and if the delay continue until the departure of any depending mail, whereby the mails destined for such depending mail loses a trip, a forfeiture of double the amount allowed for carrying the mail one trip shall be incurred, unless it shall be made to appear that the delay was occasioned by unavoidable accident; in which case the amount of pay for the trip, will in all cases, be forfeited and retained.

4. Persons making proposals are desired to state their prices by the year. Those who contract will receive their pay quarterly—in the months of February, May, August, and November, one month after the expiration of each quarter.

5. No other than a free white person shall be employed to convey the mail.

6. Where the proposer intends to convey the mail in the body of a stage carriage, he is desired to state it in his proposals.

7. The Post-master General reserves to himself the right of declaring any contract at an end whenever one failure happens, which amounts to the loss of a trip.

8. The distances stated are such as have been communicated to this office, and some of them are doubtless incorrect; on this subject the contractor must inform himself; no alteration will be made in the pay on account of any error in this respect.

9. The contracts are to be in operation on the first day of January next; those numbered 1 to 1898 are to end December 31 1819.

The residue are to end December 31, 1818.

Contracts for the routes numbered 2, 3, 11, 15, 16, 18, 48, 52, 53, 57, 65, 81, 93, 103, 104, 119, 137, 148, 149, 151, 165, 166, 174, 175, 176, 177, 178, 180, 181, 183, 184, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, and 209, are to be in operation on the sixteenth day of November next.

10. The contracts are to be in operation on the first day of January next; those numbered 1 to 1898 are to end December 31 1819.

The residue are to end December 31, 1818.

Contracts for the routes numbered 2, 3, 11, 15, 16, 18, 48, 52, 53, 57, 65, 81, 93, 103, 104, 119, 137, 148, 149, 151, 165, 166, 174, 175, 176, 177, 178, 180, 181, 183, 184, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, and 209, are to be in operation on the sixteenth day of November next.

11. The contracts are to be in operation on the first day of January next; those numbered 1 to 1898 are to end December 31 1819.

The residue are to end December 31, 1818.

Contracts for the routes numbered 2, 3, 11, 15, 16, 18, 48, 52, 53, 57, 65, 81, 93, 103, 104, 119, 137, 148, 149, 151, 165, 166, 174, 175, 176, 177, 178, 180, 181, 183, 184, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, and 209, are to be in operation on the sixteenth day of November next.

12. The contracts are to be in operation on the first day of January next; those numbered 1 to 1898 are to end December 31 1819.

The residue are to end December 31, 1818.

Contracts for the routes numbered 2, 3, 11, 15, 16, 18, 48, 52, 53, 57, 65, 81, 93, 103, 104, 119, 137, 148, 149, 151, 165, 166, 174, 175, 176, 177, 178, 180, 181, 183, 184, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, and 209, are to be in operation on the sixteenth day of November next.

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The residue are to end December 31, 1818.

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The residue are to end December 31, 1818.

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15. The contracts are to be in operation on the first day of January next; those numbered 1 to 1898 are to end December 31 1819.

The residue are to end December 31, 1818.

Contracts for the routes numbered 2, 3, 11, 15, 16, 18, 48, 52, 53, 57, 65, 81, 93, 103, 104, 119, 137, 148, 149, 151, 165, 166, 174, 175, 176, 177, 178, 180, 181, 183, 184, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, and 209, are to be in operation on the sixteenth day of November next.

16. The contracts are to be in operation on the first day of January next; those numbered 1 to 1898 are to end December 31 1819.

The residue are to end December 31, 1818.

Contracts for the routes numbered 2, 3, 11, 15, 16, 18, 48, 52, 53, 57, 65, 81, 93, 103, 104, 119, 137, 148, 149, 151, 165, 166, 174, 175, 176, 177, 178, 180, 181, 183, 184, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, and 209, are to be in operation on the sixteenth day of November next.

17. The contracts are to be in operation on the first day of January next; those numbered 1 to 1898 are to end December 31 1819.

The residue are to end December 31, 1818.

Contracts for the routes numbered 2, 3, 11, 15, 16, 18,