

# WESTERN DEMOCRAT.

WARING & HERRON,  
PROPRIETORS.

Office, one door south of Sadler's Hotel—up stairs.

## Terms of Subscription.

If paid strictly in advance \$2.00  
If paid in three months \$5.00  
If paid in six months \$9.00  
If paid in one year \$16.00  
No subscription will be received for a shorter period than six months.  
Any person sending in five new subscribers, accompanied by the advance subscription (\$16), will receive the sixth copy gratis for one year.

## Terms of Advertising.

Advertisements will be inserted at \$1 per square for the first, and 25 cents for each subsequent insertion. A square consists of thirteen lines of type, in size letter.  
A reasonable deduction will be made to those who advertise by the year.  
Double column advertisement will be charged 25 per cent. additional on the usual rates.  
Advertisements inserted monthly or quarterly \$1 per square for each insertion.  
Quotations, Tribute of Respect, Religious meetings, and Benevolent societies, will be charged half the Advertising rates.  
For non-paying candidates for office \$3 in advance.  
Professional and Business Cards not exceeding six lines will be inserted at \$3 a year; not exceeding a square \$9.  
Letters on business must be addressed to the Proprietors, post paid, to ensure attention.  
Subscribers and others who may wish to send money to us, can do so at all times, by mail, and at our risk.

## UNITED STATES MAIL.

POST OFFICE DEPARTMENT,  
JANUARY 12, 1855.

PROPOSALS for carrying the Mails of the U. S. from 1st day of July, 1855, to 30th day of June, 1856, inclusive, in the State of North Carolina, will be received at the Contract Office of the Post Office Department, in the City of Washington, until 3 p. m., of 10th April, 1855, (to be decided by the 30th April, 1855,) on the routes and in the times herein specified.

## NORTH CAROLINA.

Bidders are requested to examine carefully the instructions, forms of proposals, &c., attached to this advertisement.

5731 From Salisbury, by Miranda, Spring Grove, Deep Well, Mount Mourne, Beattie's Ford, Catawba Springs, Vesuvius Furnace, Spring Hill Forge, Lincolnton, White Pine, Buffalo Paper Mill, Shelby C. H., Fillmore, Mooresboro, Webb's Ford, Rutherfordton, Green Hill, Chimney Rock, and Fair View, to Asheville, 145 miles and back, three times a week. Leave Salisbury Monday, Wednesday and Friday, at 9 a. m.;  
Arrive at Asheville next days by 12 at night;  
Leave Asheville Monday, Wednesday and Friday, at 7 a. m.;  
Arrive at Salisbury Wednesday, Friday and Sunday by 5 a. m.  
Proposals for separate schedules between Salisbury and Lincolnton and Lincolnton and Asheville will be considered, with a view to sending through mails via Charlotte. Proposals for three additional trips will also be considered, especially on that part of the route between Lincolnton and Asheville.

5732 From Salisbury, by Mocksville, Smith's Grove, and Farmington, to Huntsville, 22 miles and back, once a week to Mocksville, and twice a week residue. Leave Salisbury Friday at 9 a. m.;  
Arrive at Huntsville same day by 9 p. m.;  
Leave Huntsville Thursday at 6 a. m.;  
Arrive at Salisbury same day by 7 p. m.  
From Huntsville to Mocksville and back between 8 a. m. and 8 p. m. Tuesday.  
Proposals for more frequent trips on whole route are invited; also proposals to commence at Mocksville. See No. 5734.

5733 From Salisbury, by Cowansville, Statesville, Poplar Grove, Banker Hill, Newton C. H., and Downing Creek, to Morganton, 55 miles and back, twice a week. Leave Salisbury Monday and Friday at 9 a. m.;  
Arrive at Newton same days by 9 p. m.;  
Leave Newton Tuesday and Saturday at 4 a. m.;  
Arrive at Morganton same days by 12 m.;  
Leave Morganton Monday and Friday at 9 a. m.;  
Arrive at Statesville same days by 9 p. m.;  
Leave Statesville Tuesday and Saturday at 4 a. m.;  
Arrive at Salisbury same days by 12 m.  
Proposals for a third weekly trip are invited.

5734 From Salisbury, N. C., by Mocksville, Hamptonville, Jonesville, Island Ford, State Road, Jadesville, Roaring Gap, Gap Civil, and Independence, to Wytheville, 125 miles and back, once a week. Leave Salisbury Monday at 4 a. m.;  
Arrive at Wytheville Wednesday by 10 p. m.;  
Leave Wytheville Monday at 4 a. m.;  
Arrive at Salisbury Wednesday by 10 p. m.  
Proposals to divide the route at Hamptonville will be considered; also, proposals for a second weekly trip on each division, viz: between Salisbury and Hamptonville, and Hamptonville and Wytheville. Bidders to state specifically the distances and any offices on route not here named.

5735 From Salisbury, by Rockville, Gold Hill, Kendall's Store, Albemarle, Norwood, Cedar Hill, Carolina Female College, Wadesboro, Jones' Creek, and Morven, to Cheraw, 86 miles and back, via Chesterfield C. H. instead of Morven. Leave Salisbury Monday, Wednesday and Friday at 9 a. m.;  
Arrive at Cheraw next days by 2 p. m.;  
Leave Cheraw Monday, Wednesday and Friday at 9 a. m.;  
Arrive at Salisbury next days by 4 p. m.

5736 From Salisbury, by Organ Church and Kunt's Tan Yard, to Mount Pleasant, 19 miles and back, once a week. Leave Salisbury Friday at 12 m.;  
Arrive at Mount Pleasant same day by 6 p. m.

5737 From Salisbury, by Thomas Woods, Mt. Vernon, Oak Forest, New Institute, Fernox's Store, Prichard's Store, and Huntington Creek, to Wilkesborough, 64 miles and back, once a week. Leave Salisbury Wednesday at 7 a. m.;  
Arrive at Wilkesborough next day by 11 a. m.;  
Leave Wilkesborough Thursday at 1 p. m.;  
Arrive at Salisbury next day by 6 p. m.  
Proposals for more frequent trips are invited.

5738 From Concord, by Oak Lawn, Parks' Store, and Davidson College, Mount Mourne, Coddle Creek, and back by Mill Hill, equal to 33 miles and back, once a week. Leave Concord Tuesday at 8 a. m.;

Arrive at Mt. Mourne same day by 12 m.;  
Leave Mount Mourne Tuesday at 1 p. m.;  
Arrive at Concord same day by 8 p. m.  
5739 From Concord, by Kirtland, Welch's Mills, Pioneer Mills, Morrison's Tan Yard, Clear Creek, Oak Grove and Coburn's Store, to Monroe C. H., 35 miles and back, once a week. Leave Concord Wednesday at 7 a. m.;  
Arrive at Monroe same day by 6 p. m.;  
Leave Monroe Thursday at 5 a. m.;  
Arrive at Concord same day by 5 p. m.

5740 From Concord, by Mount Pleasant, to Bost's Mills, 16 miles and back, once a week. Leave Concord Monday at 7 a. m.;  
Arrive at Bost's Mills same day by 12 m.;  
Leave Bost's Mills Monday at 1 p. m.;  
Arrive at Concord same day by 6 p. m.

5741 From Charlotte, by Marietta, Hopewell, Cowan's Ford, Stony Point, Woodlawn, and Tuckasaga, to Beattie's Ford, 45 miles and back, once a week. Leave Charlotte Tuesday at 8 a. m.;  
Arrive at Beattie's Ford same day by 6 p. m.;  
Leave Beattie's Ford Monday at 8 a. m.;  
Arrive at Charlotte same day by 6 p. m.

5742 From Charlotte, by Steele Creek, South Point, Stovesville, Erasmus, and Catawba Creek, to Dallas, 35 miles and back, once a week. Leave Charlotte Friday at 6 a. m.;  
Arrive at Dallas same day by 6 p. m.;  
Leave Dallas Saturday at 8 a. m.;  
Arrive at Charlotte same day by 6 p. m.

5743 From Charlotte, by Alexandria, Davidson College, Mount Mourne, and Falls-town, to Statesville, 41 miles and back, twice a week. Leave Charlotte Wednesday and Saturday at 5 a. m.;  
Arrive at Statesville same days by 4 p. m.;  
Leave Statesville Tuesday and Friday at 5 a. m.;  
Arrive at Charlotte same days by 4 p. m.

Proposals to extend by Taylorsville and Lenoir to Jonesboro, Tenn., will be considered. (See No. 5791.)  
5744 From Charlotte, by Sharon, Hemphill's Store, Providence, Fullwood's Store, Oakville, Monroe, Walkersville, Jacksonham, Lancaster, C. H., Pleasant Hill, Hanging Rock, and Flat Rock, to Camden, 94 miles and back, three times a week. Arthur Grier's on Potter's Road to be embraced on return trip to Charlotte. (Hemphill's to be moved to public road.)  
Leave Charlotte Monday, Wednesday, and Friday at 6 a. m.;  
Arrive at Camden next days by 5 p. m.;  
Leave Camden Monday, Wednesday, and Friday at 6 a. m.;  
Arrive at Charlotte next days by 8 p. m.

5745 From Charlotte, by Adams's Store, Mountain Island, and Forney's, to Lincolnton, 33 miles and back, six times a week. Cottage Home to be supplied twice a week from Forney's, and Mountain Island from Adams's Store.  
Leave Charlotte daily, except Sunday, at 12 m.;  
Arrive at Lincolnton same day by 7 p. m.;  
Leave Lincolnton daily, except Sunday, at 10 p. m.;  
Arrive at Charlotte next day by 5 a. m.

5746 From Monroe, by Winchester, to Wolfville, 11 miles and back, once a week. Leave Monroe Friday at 4 p. m.;  
Arrive at Wolfville same day by 7 p. m.;  
Leave Wolfville Friday at 12 m.;  
Arrive at Monroe same day by 3 p. m.

5747 From Pineville, by Pleasant Valley, S. C., Belair, and Cureton's Store, to Lancaster C. H., 30 miles and back, twice a week. Leave Pineville Monday and Friday at 8 a. m.;  
Arrive at Lancaster C. H. same days by 6 p. m.

5748 From Lancaster C. H. Thursday at 8 a. m.;  
Arrive at Pineville same day by 6 p. m.  
From Gourd Vine, by Morgan's Mills and Love's Level, to Oak Grove, 15 miles and back, once a week. Leave Gourd Vine Wednesday at 7 a. m.;  
Arrive at Oak Grove same day by 12 m.;  
Leave Oak Grove Wednesday at 2 p. m.;  
Arrive at Gourd Vine same day by 7 p. m.

5749 From Haywood, by Martha's Vineyard and Chaik Level, to Northington, 19 miles and back, once a week. Leave Haywood Monday at 7 a. m.;  
Arrive at Northington same day by 1 p. m.;  
Leave Northington Monday at 2 p. m.;  
Arrive at Haywood same day by 8 p. m.

5750 From Haywood, by Trader's Hill, Hackney's Cross Roads, and Grove, to Green Level, 22 miles and back, once a week. Leave Haywood Thursday at 6 a. m.;  
Arrive at Green Level same day by 12 m.;  
Leave Green Level Thursday at 1 p. m.;  
Arrive at Haywood same day by 8 p. m.

5751 From Pittsboro, by Pedlar's Hill, Gulf, Evans's Mills, Watson's Bridge, and Centerville, to Carthage, and back by Pharr's Mills and Prosperity, instead of Centerville, equal to 40 miles and back, once a week. Leave Pittsboro Thursday at 12 m.;  
Arrive at Carthage next day by 12 m.;  
Leave Carthage Friday at 1 p. m.;  
Arrive at Pittsboro next day by 12 m.

5752 From Pittsboro, by Beaumont, Goldstone, Brush creek, Buffalo Ford, Moffett's Mills, Brown's Mills, and Gold Region, to Caledonia, 57 miles and back, once a week. Leave Pittsboro Thursday at 8 a. m.;  
Arrive at Caledonia next day by 4 p. m.;  
Leave Caledonia Saturday at 6 a. m.;  
Arrive at Pittsboro next day by 4 p. m.

5753 From Ashborough, by Moffit's Mills, Wadell's Ferry, and Brown's Mills, to Prosperity, 30 miles and back, once a week. Leave Ashborough Friday at 7 a. m.;  
Arrive at Prosperity same day by 3 p. m.;  
Leave Prosperity Thursday at 7 a. m.;  
Arrive at Ashborough same day by 5 p. m.

5754 From Ashborough, by Science Hill, Hill's Store, Salem Church, Allen Skene, Lassiter's Mills, Dix Mills, and Burney's Mills, to Troy, and back by Mainmora, Auman's Hill, Cox's Mills, and White House, equal to 43 1/2 miles and back, once a week. Leave Ashborough Wednesday at 5 a. m.;  
Arrive at Troy same day by 7 p. m.;  
Leave Troy Tuesday at 6 a. m.;  
Arrive at Ashborough same day by 8 p. m.

5755 From Wadesboro, by White's Store, White Hill, Lane's Creek, Beaver Dam, to Richardson's Creek, Jenkin's Store, Gourd Vine, Hammond's Store, and Diamond Hill, to Wadesboro, equal to 34 miles and back, once a week. Leave Wadesboro Saturday at 8 a. m.;  
Arrive at Wadesboro next day by 6 p. m.

5756 From Wadesboro, by Lanesboro, Monroe, C. H., Coburn's Store, Stevens's Mills, Orrville, and Hornet's Nest, to Charlotte, 60 miles and back, once a week. Leave Wadesboro Saturday at 8 a. m.;  
Arrive at Charlotte next day by 6 p. m.

Leave Wadesboro Saturday at 12 m.;  
Arrive at Charlotte next day by 6 p. m.;  
Leave Charlotte Monday at 6 a. m.;  
Arrive at Wadesboro next day by 12 m.  
5757 From Wadesboro, by Lisleville and Pee Dee, to Dumas's Store, 18 miles and back, once a week. Leave Wadesboro Saturday at 7 a. m.;  
Arrive at Dumas's Store same day by 12 m.;  
Leave Dumas's Store Saturday at 1 p. m.;  
Arrive at Wadesboro same day by 6 p. m.

5758 From Albemarle, by Edin's Mills, Morgan's Mills, Love's Level, and Garman's Mills, to Clear Creek, and return by Rowlandsville, equal to 37 miles and back, once a week. Leave Albemarle Wednesday at 2 p. m.;  
Arrive at Clear Creek next day by 2 p. m.;  
Leave Clear Creek Thursday at 2 p. m.;  
Arrive at Albemarle next day by 2 p. m.

5759 From Albemarle to Swift Island, 9 miles and back, once a week. Leave Albemarle Thursday at 10 1/2 a. m.;  
Arrive at Swift Island same day by 1 p. m.;  
Leave Swift Island Thursday at 7 a. m.;  
Arrive at Albemarle same day by 10 a. m.

5760 From Cheraw, by Stewardstown, Rockingham, Dockery's Store, and Bear Branch, to McDonald's Mills, 22 miles and back, once a week. Leave Cheraw Thursday at 7 a. m.;  
Arrive at McDonald's Mills same day by 6 p. m.;  
Leave McDonald's Mills Friday at 8 a. m.;  
Arrive at Cheraw same day by 7 p. m.

## INSTRUCTIONS.

Form of a proposal where no change from advertisement is contemplated by the bidder.  
I, \_\_\_\_\_, of \_\_\_\_\_, State of \_\_\_\_\_, propose to convey the mails from July 1, 1855, to June 30, 1856, on route No. \_\_\_\_\_, from \_\_\_\_\_, agreeably to the advertisement of the Postmaster General, dated January 12, 1855, and by the following mode of conveyance, viz: \_\_\_\_\_

for the annual sum of \_\_\_\_\_ dollars.  
This proposal is made with full knowledge of the distance of the route, the weight of the mail to be carried, and all other particulars in reference to the route and service, and also after full examination of the instructions and requirements attached to the advertisement.

Dated \_\_\_\_\_ (Signed) \_\_\_\_\_

The undersigned, residing at \_\_\_\_\_, State of \_\_\_\_\_, undertake that if the foregoing bid for carrying the mail on route No. \_\_\_\_\_ be accepted by the Postmaster General, the bidder shall, prior to the 1st day of July, 1855, or as soon thereafter as may be, enter into the required obligations to perform the service proposed, with good and sufficient securities.

This we do with a full knowledge of the obligations and liabilities assumed by guarantors under the 27th section of the act of Congress of July 2, 1836.  
Dated \_\_\_\_\_ (Signed by two guarantors.) \_\_\_\_\_

Form of Certificate.  
The undersigned, postmaster of \_\_\_\_\_ State of \_\_\_\_\_, certifies, under his oath of office, that he is acquainted with the above guarantors, and knows them to be men of property, and able to make good their guarantee.  
Dated \_\_\_\_\_ (Signed) \_\_\_\_\_

The sufficiency of guarantors on proposals may be certified by a judge of a court of record, and by postmasters at the following offices, and no others:  
In the State of NORTH CAROLINA, postmasters of offices at the court house or county seat of each county; and at Chapel Hill, Davidson College, Enfield, Fayetteville, Franklinton, Gaston, Goldsboro, Greensboro, Henderson, Kernaville, Milton, Murfreesboro, Oxford, Salem, Scotland Neck, Williamson, Yanceyville.

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 sorting 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 routes where the mode of conveyance admits of it, the special agents of the department, also post office blanks, mail bags, locks and keys, are to be conveyed without extra charge.  
3. On railroad and steamboat lines, British and Canada mails, when offered, are to be conveyed without additional pay; also, the route agents of the department, for whose exclusive use, while travelling with the mails, a commodious car, or apartment in the centre of a car, properly lighted, warmed, and furnished, and adapted to the convenient assortment and due security of the mails is to be provided by the contractor, under the direction of the department.

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

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

6. Fines will be imposed, unless the delinquency be promptly and satisfactorily explained by certificates of postmasters, or the affidavits of other credible persons, for failing to arrive in contract time; for neglecting to take the mail from, or deliver it into, a post office; for suffering it (owing either to the unsuitableness of the place or manner of carrying it) to be injured, destroyed, robbed, or lost; and for refusing, after demand, to convey the mail as frequently as the contractor runs, or is concerned in running, a coach, car, or steamboat on a route.

7. The Postmaster General may annul the contract for repeated failures to run agreeable to contract; for disobeying the Post Office laws, or the instructions of the department; for refusing to discharge a carrier when required by the department to do so; for assigning the contract without the assent of the Postmaster General; for running an express as aforesaid; or for transporting persons or packages conveying mailable matter out of the mail.

8. The Postmaster General may order an increase of service on a route by allowing therefor a pro rata increase on the contract pay. He may change the schedule of arrivals and departures, without increase of pay, provided he does not curtail the amount of running time. He may also order an increase of speed, the 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 curtail or discontinue the service, at pro rata decrease of pay, allowing one month's extra compensation on the amount dispensed with, whenever, in his opinion, the public interests do not require the same, or in case he desires to supersede it by a different grade of transportation.

9. Payments will be made for the service 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 increase of 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.  
11. The Postmaster General is prohibited by law from knowingly making a contract for the transportation of the mails with any person who shall have entered into, or proposed to enter into, any combination to prevent the making of any bid for a mail contract by any other person or persons, or who shall have made any agreement, or shall have given or performed, or promised to give or perform, or to do, or not to do, anything whatever, in order to induce any other person or persons not to bid for a mail contract. Particular attention is called to the 28th section of the act of 1836, prohibiting combinations to prevent bidding.  
12. A bid received after time—viz: 3 p. m. of the 10th of April, 1855—or without the guarantee required by law, or that combines several routes in one sum of compensation, cannot be considered in competition with a regular proposal reasonable in amount.  
13. Bidders should, in all cases, first propose for service strictly according to the advertisement, and then if they desire, separately for different service; and if the regular bid be the lowest offered for the advertised service, the other bids may be considered, if the alterations proposed are recommended by the postmasters and citizens interested, or if they shall appear manifestly right and proper.  
14. There should be but one route bid for in a proposal.  
15. The route, the service, the yearly pay, the name and residence of the bidder, and those of each member of a firm, where a company offers, should be distinctly stated, also the mode of conveyance, if a higher mode than horseback is intended. The words "with due celerity, certainty and security," inserted to indicate the mode of conveyance, will constitute a "star bid."  
16. Bidders are requested to use, as far as practicable, the printed form of proposal furnished by the department, to write out in full the sum of their bids, and to retain copies of them.  
No altered bids can be considered, and no bids once submitted can be withdrawn.  
Each bid must be guaranteed by two responsible persons. General guaranties cannot be admitted.  
17. The bid should be sealed; superscribed "mail proposals, State of North Carolina," 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.  
18. The contracts are to be executed and returned to the department by or before the 1st of July, 1855, but the service must be commenced on the mail day next after that date, whether the contracts be executed or not. No proposition for transfers will be considered until the contracts are executed in due form and received at the department; and then no transfers will be allowed unless good and sufficient reasons therefor are given, to be determined by the department.  
19. Postmasters at offices on or near railroads, but more than eighty rods from a station, will, immediately after the 10th of April 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.  
20. Section 18 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 guarantee 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 a new description of bids has been received. It does not specify a mode of conveyance, but engages to take the entire mail each trip with celerity, certainty, and security, using the terms of the law. These bids are styled, from the manner in which they are designated on the books of the department, "star bids," and they will be 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."  
In all cases where the lowest grade of service is believed to be sufficient, the lowest bid will be accepted if duly guaranteed, in preference to a "star" or specific bid.  
When the lowest bid is not a star bid, and specifies either no mode or an inadequate mode of conveyance, it will not be accepted, but set aside for a specific bid proposing the necessary service.  
When the bid does not specify a mode of conveyance, also when it proposes to carry "according to the advertisement," but without such specification, it will be considered as a proposal for horseback service.  
21. 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.  
22. Postmasters are to be careful not to certify the sufficiency of guarantors or securities without knowing that they are persons of sufficient responsibility; and all bidders, guarantors, and securities 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.  
23. The contracts will be substantially in the forms heretofore used in this department, except in the respects particularly mentioned in these instructions; and on all railroad and steamboat routes the contractors will be required to deliver the mails into the post offices at the ends of the routes and into all the intermediate post offices not more than eight rods from the railroad or landing.  
24. 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 at one of the places before named, or a judge of a court of record.  
Postmasters at the ends of routes on which they think the present mode of conveyance inadequate, will weigh the mail each trip for six successive weeks on weekly routes, and three weeks on other routes, and report the result by the 10th April, 1855.  
JAMES CAMPBELL,  
Postmaster General.

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 curtail or discontinue the service, at pro rata decrease of pay, allowing one month's extra compensation on the amount dispensed with, whenever, in his opinion, the public interests do not require the same, or in case he desires to supersede it by a different grade of transportation.

9. Payments will be made for the service 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 increase of 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.  
11. The Postmaster General is prohibited by law from knowingly making a contract for the transportation of the mails with any person who shall have entered into, or proposed to enter into, any combination to prevent the making of any bid for a mail contract by any other person or persons, or who shall have made any agreement, or shall have given or performed, or promised to give or perform, or to do, or not to do, anything whatever, in order to induce any other person or persons not to bid for a mail contract. Particular attention is called to the 28th section of the act of 1836, prohibiting combinations to prevent bidding.

12. A bid received after time—viz: 3 p. m. of the 10th of April, 1855—or without the guarantee required by law, or that combines several routes in one sum of compensation, cannot be considered in competition with a regular proposal reasonable in amount.  
13. Bidders should, in all cases, first propose for service strictly according to the advertisement, and then if they desire, separately for different service; and if the regular bid be the lowest offered for the advertised service, the other bids may be considered, if the alterations proposed are recommended by the postmasters and citizens interested, or if they shall appear manifestly right and proper.  
14. There should be but one route bid for in a proposal.

15. The route, the service, the yearly pay, the name and residence of the bidder, and those of each member of a firm, where a company offers, should be distinctly stated, also the mode of conveyance, if a higher mode than horseback is intended. The words "with due celerity, certainty and security," inserted to indicate the mode of conveyance, will constitute a "star bid."  
16. Bidders are requested to use, as far as practicable, the printed form of proposal furnished by the department, to write out in full the sum of their bids, and to retain copies of them.  
No altered bids can be considered, and no bids once submitted can be withdrawn.  
Each bid must be guaranteed by two responsible persons. General guaranties cannot be admitted.

17. The bid should be sealed; superscribed "mail proposals, State of North Carolina," 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.  
18. The contracts are to be executed and returned to the department by or before the 1st of July, 1855, but the service must be commenced on the mail day next after that date, whether the contracts be executed or not. No proposition for transfers will be considered until the contracts are executed in due form and received at the department; and then no transfers will be allowed unless good and sufficient reasons therefor are given, to be determined by the department.

19. Postmasters at offices on or near railroads, but more than eighty rods from a station, will, immediately after the 10th of April 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.  
20. Section 18 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 guarantee 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 a new description of bids has been received. It does not specify a mode of conveyance, but engages to take the entire mail each trip with celerity, certainty, and security, using the terms of the law. These bids are styled, from the manner in which they are designated on the books of the department, "star bids," and they will be 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."  
In all cases where the lowest grade of service is believed to be sufficient, the lowest bid will be accepted if duly guaranteed, in preference to a "star" or specific bid.

When the lowest bid is not a star bid, and specifies either no mode or an inadequate mode of conveyance, it will not be accepted, but set aside for a specific bid proposing the necessary service.  
When the bid does not specify a mode of conveyance, also when it proposes to carry "according to the advertisement," but without such specification, it will be considered as a proposal for horseback service.  
21. 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.  
22. Postmasters are to be careful not to certify the sufficiency of guarantors or securities without knowing that they are persons of sufficient responsibility; and all bidders, guarantors, and securities 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.

23. The contracts will be substantially in the forms heretofore used in this department, except in the respects particularly mentioned in these instructions; and on all railroad and steamboat routes the contractors will be required to deliver the mails into the post offices at the ends of the routes and into all the intermediate post offices not more than eight rods from the railroad or landing.  
24. 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 at one of the places before named, or a judge of a court of record.

Postmasters at the ends of routes on which they think the present mode of conveyance inadequate, will weigh the mail each trip for six successive weeks on weekly routes, and three weeks on other routes, and report the result by the 10th April, 1855.  
JAMES CAMPBELL,  
Postmaster General.

Jan. 17—law12w.

ALL KINDS OF PLAIN, FANCY AND ORNAMENTAL JOB PRINTING DONE AT THE "DEMOCRAT OFFICE."

## New Firm.

HAVING associated myself with J. H. ENNIS in the BOOK and STATIONERY BUSINESS, I take this method of informing my friends where I am, and inviting them and the public generally to call and examine our stock.

P. J. LOWRIE.

## BOOKS.

THAT EVERY FARMER SHOULD HAVE.

To be had at the NEW BOOK STORE, NEXT DOOR TO KERR'S HOTEL. Farmers' and Planters' Encyclopedia, containing all the recent discourses in Agricultural Chemistry, adapted to all classes of readers, by C. W. Johnston. The American Farm Book, containing a practical treatise on Soils, Manures, Drainage, Irrigation, Grasses, Grain, Roots, Fruits, Cotton, Tobacco, sugar cane, and Rice, with the best method of planting, cultivating and preparation for market; by R. L. Allen. The Farmers' Barn Book, containing the causes, symptoms and treatment of all the Diseases incident to Oxen, Sheep and Swine. Mason's Farrier. Yauett on the Structure and Diseases of the Horse. With a large stock of Books too numerous to mention in a catalogue of this kind. LOWRIE & ENNIS, Booksellers.

Charlotte, Dec. 21, 1854.

## Marble Monuments.

KELLOGG, HOLLEY & CO. WOULD respectfully announce to the public that they have opened a Marble Shop AT SALISBURY, N. C., and Letter, Carve and Finish here instead of doing it at the North as we heretofore have done. From our long experience, and from the amount of business we have been able to do the past year, we are encouraged to locate permanently, hoping to merit the patronage of all who want such services.

Tomb Stones, Monuments, Slabs, &c., &c. As to prices, we can defy competition on account of our facility in obtaining marble. The business is now generally introduced in some 20 counties in this State, and speaks for itself. Call and see us. Shop opposite the Livery Stable of Bell, Rimer & Co., and near the Railroad Depot. We are now receiving a new stock. A. H. MARTIN, Agent at Charlotte. Dec. 23, 1854. 3m

FASHIONABLE TAILORING. THE subscriber announces to the public generally, that he is now receiving a large assortment of new Clothes, Casimeres, &c., &c., for Gentlemen's wear, and will be sold for Cash at a small profit, or made to order according to the latest styles. Shop next door to Daniel's, Allison. Sept. 29, 1854. D. L. REA.

Right Side Up. CHARLES T. EBERHARDT & Co. are still carrying on the BOOT AND SHOE MAKING, at their old stand two doors below Parks & Hutchinson's Store, where all work wanted in their line can be obtained.

ALL kinds of READY MADE WORK on hand and for sale. Also, superior OLD BLACKING, by the wholesale and retail, manufactured by C. T. Eberhard. All persons indebted for last year are requested to come and settle their accounts. We must have money. C. T. EBERHARDT & CO. March 3, '54. 36-11

A New Map of North Carolina. THE undersigned are preparing, and will publish as soon as the necessary surveys, &c., can be obtained, a New, Large and complete Map of NORTH CAROLINA, five feet by three, well engraved and finished in the best style.

It is admitted on all sides, that such a work is a great desideratum in our State, and in consequence of the frequent enquiries on this subject, that the undersigned have embarked in the enterprise. The only attempted work of this kind is that of McKee, published in 1833, and since then the Counties, Towns, Roads and Post-offices have increased in number, and all our works of Internal Improvements, with small exceptions, been set on foot.

It is intended that the New Map, now proposed to be published, shall contain, accurately laid down, all the Natural Features of the State, the Inlets, Har