

... three times a week in four horse post coaches.

Leave Greensboro every Tuesday, Thursday and Saturday at 1 p m; arrive at Salisbury next days by 6 a m.

Leave Salisbury every Tuesday, Thursday and Saturday at 7 a m; arrive at Greensboro same days by 12 p m.

2375 From Greensboro by Shaw's Mills, Clapp's Holt's Store, Harrisburg, Rock Creek, Snow Camp, Sandy Grove, Muldick, Hickory Mountain, Cone Creek, Hadley's Mills and Rock Hill to Greensboro, 98 miles and back once a week.

Leave Greensboro every Thursday at 6 a m; arrive at Greensboro next day by 5 p m.

Leave Greensboro every Saturday at 6 a m; arrive at Greensboro next day by 5 p m.

2376 From Greensboro by Ferriss, Centre and New Salem to Ashboro, 25 miles and back once a week.

Leave Greensboro every Tuesday at 9 a m; arrive at Ashboro same day by 6 p m.

Leave Ashboro every Wednesday at 6 a m; arrive at Greensboro same day by 3 p m.

2377 From Greensboro by Hillsdale, Mount Zion, Troublesome, Reidsville and Rawlinsburg, to Danville, Va, 52 miles and back, three times a week in four horse post coaches.

Leave Greensboro every Monday Wednesday and Friday at 10 a m; arrive at Danville same days by 10 p m.

Leave Danville every Tuesday Thursday and Saturday at 1 a m; arrive at Greensboro same days by 6 a m.

Proposals for two horse coach service will be considered to run by Wentworth instead of Reidsville will also be considered.

2378 From Greensboro by New Garden, Friendsville, Limestone Well, Salem, Oldtown, Little Yadin, Tom's Creek, Mount Airy, Wadesboro, Va., Hillsdale, Austinsville and Jackson to Wadesboro, Va, 120 miles and back, once a week in two horse coaches.

Leave Greensboro every Tuesday, Thursday and Saturday at 1 p m; arrive at Wadesboro every Wednesday and Friday at 8 a m.

Proposals to carry in 4 horse coaches will be considered.

2379 From Reidsville by Wentworth to Leaksville, 35 miles and back twice a week.

Leave Reidsville every Wednesday and Saturday at 1 p m; arrive at Leaksville same days by 6 a m.

Leave Leaksville every Wednesday and Saturday at 1 p m; arrive at Reidsville same days by 6 a m.

2380 From Reidsville by Lawson's Store, Black and Serjantsville to Milton, 35 miles and back once a week.

Leave Reidsville every Wednesday at 6 a m; arrive at Milton same day by 5 p m.

Leave Milton every Thursday at 6 a m; arrive at Reidsville same day by 5 p m.

2381 From Hillsdale by Summerfield and Oak Grove to Reidsville, 19 miles and back once a week.

Leave Hillsdale every Friday at 7 a m; arrive at Reidsville same day by 12 m.

Leave Reidsville every Friday at 1 p m; arrive at Hillsdale same day by 6 p m.

2382 From Hillsdale by Pleasantville to Madison, 19 miles and back once a week.

Leave Hillsdale every Wednesday at 6 a m; arrive at Madison same day by 11 a m.

Leave Madison every Wednesday at 1 p m; arrive at Hillsdale same day by 6 p m.

2383 From Wentworth by Eagle Falls, Ayresville, Crooked Creek, Coatesville, Boyle's Store, and Big Creek to Mount Airy, 61 miles and back once a week.

Leave Wentworth every Thursday at 6 a m; arrive at Mount Airy next day by 12 m.

Leave Mount Airy every Friday at 1 p m; arrive at Wentworth next day by 6 p m.

2384 From Salem by Panther Creek, Huntsville, Mountainville, Chapel's Store, New Castle, Elkhorn, Wilkesboro, Church's Store, Rader's Store, Jefferson, North Park, Taylorsville, Tebbel's Ironworks, Dargers Ferry, Hampton and Shethown to Jonesboro, 171 miles and back, three times a week in two horse coaches.

Leave Salem every Monday, Wednesday and Friday at 6 a m; arrive at Jonesboro every Tuesday, Thursday and Saturday at 6 a m; arrive at Salem every Thursday and Saturday at 6 a m; arrive at Salem every Thursday and Saturday at 6 a m.

Proposals for four horse coach service will be considered.

2385 From Salem, by Germantown, Red Shoals, and Colesville to Patrick's h. Virginia, 50 miles and back once a week. Columbia Inn to be supplied on the return trip.

Leave Salem every Sunday at 4 a m; arrive at Patrick's h. same day by 10 p m.

Leave Patrick's h. every Monday at 6 a m; arrive at Salem next day by 10 a m.

2386 From Salem, by Columbia Inn, Blakely, Madison, and Grogansville to Martinsville, Va, 50 miles and back once a week.

Leave Salem every Friday at 6 a m; arrive at Martinsville next day by 12 m.

Leave Martinsville every Saturday at 1 p m; arrive at Salem next day by 12 p m.

2387 From Salem, by Midway, to Lexington, 21 miles and back, three times a week in two horse coaches.

Leave Salem every Monday, Wednesday and Friday at 7 a m; arrive at Lexington same days by 8 p m.

Proposals to carry on horseback once a week are invited.

2388 From Salem, by Clemmonsville, Mocksville, County Line and Oak Forest to Statesville, 56 miles and back twice a week.

Leave Salem every Sunday and Wednesday at 6 a m; arrive at Statesville next days by 11 a m.

Leave Statesville every Monday and Thursday at 1 p m; arrive at Salem next days by 6 p m.

Proposals for carrying in two horse coaches will be considered.

2389 From Bethonia, by Vienna, Red Plains, Eorush and Dowel Town to Hamptonville, 30 miles and back once a week.

Leave Bethonia every Saturday at 7 a m; arrive at Hamptonville same day by 5 p m.

Leave Hamptonville every Friday at 7 a m; arrive at Bethonia same day by 5 p m.

2390 From Doweltown by Rockford and Jadesville to Bower's Store, 50 miles and back once a week.

Leave Doweltown every Tuesday at 6 a m; arrive at Bower's Store next day by 11 a m.

Leave Bower's Store every Wednesday at 1 p m; arrive at Doweltown next day by 6 p m.

2391 From Rockford, by Walnut Lane, Jonesville, and Brier Creek, to Wilkesboro, 40 miles and back, once a week.

Leave Rockford every Friday at 5 a m; arrive at Wilkesboro same day by 6 p m.

Leave Wilkesboro every Thursday at 5 a m; arrive at Rockford same day by 6 p m.

2392 From Rockford, by Silom, Stony Ridge, Wolf's and Little Yadin, to Germantown, 29 miles and back, once a week.

Leave Rockford every Sunday at 6 a m; arrive at Germantown same day by 4 p m.

Leave Germantown every Saturday at 6 a m; arrive at Rockford same day by 4 p m.

2393 From Hamptonville, by Zion, New Hope, Mount Pisgah, and Liberty Hill, to Statesville, return by Liberty Hill, Snow Creek, and Williamsburg, to Hamptonville, equal to 35 miles and back, once a week.

Leave Hamptonville every Monday at 6 a m; arrive at Statesville same day by 6 p m.

Leave Statesville every Tuesday at 6 a m; arrive at Hamptonville same day by 6 p m.

2394 From Hillsdale by Haywood, Martha's Vineyard, Chalk Level and Northington, to Harrington, 35 miles and back, once a week.

Leave Hillsdale every Tuesday at 5 a m, arrive at Harrington same day by 7 p m, and return to Hillsdale next day by 7 p m.

2395 From Hillsdale by Pedlar's Hill, Gulph, Tyson's Store, Prosperity and Temperance Hill, to Carthage, 33 miles and back, once a week.

Leave Hillsdale every Friday at 5 a m, arrive at Carthage same day by 6 p m.

Leave Carthage every Saturday at 5 a m, arrive at Hillsdale same day by 6 p m.

2396 From Hillsdale by Long Creek, Shoals, Falls, and Crowder's Creek, to Yorkville, S. C., 38 miles and back, once a week.

Leave Hillsdale every Monday at 6 a m, arrive at Yorkville same day by 6 p m.

Leave Yorkville every Tuesday at 8 a m, arrive at Hillsdale same day by 6 p m.

Proposals to carry in two horse coaches will be considered.

2397 From Lincoln, by Buffalo, Swangstown, Erwinsville, Limestone Springs, S. C., & Hurricane, to Spartanburg, 62 miles and back, twice a week, in two horse coaches.

Leave Lincoln every Monday and Thursday; at 8 a m, arrive at Spartanburg next days by 6 p m.

Leave Spartanburg every Sunday and Thursday at 5 a m, arrive at Lincoln next days by 11 a m.

Proposals to run by Shelby and Cherokee Ford, will be considered.

2398 From Rutherfordton, by White Oak, Sandy Plains, Earlesville, S. C., Gownsville, Caldwell and Milford, to Greenville, c h, 52 miles and back, once a week.

Leave Rutherfordton every Friday at 6 a m, arrive at Greenville c h, next day by 11 a m.

Leave Greenville c h every Saturday at 1 p m, arrive at Rutherfordton next day by 7 p m.

2399 From Rutherfordton, by High Shoals, Mooresborough, and Birchettsville, to Erwinsville, return by Bushy Creek, Gatersford, Rockwell, Duncans Creek, and Ebenezer, to Rutherfordton, equal to 38 miles, once a week.

Leave Rutherfordton every Wednesday at 5 a m, arrive at Erwinsville same day by 6 p m.

Leave Erwinsville every Thursday at 5 a m, arrive at Rutherfordton same day by 6 p m.

Proposals to end the route at Cherokee Ford instead of Erwinsville, will be considered.

2400 From Rutherfordton, by Pinckney, Golden Valley, Minersville, and Military Grove, to Pleasant Garden; return by Montford's Cove, to Rutherfordton, equal to 41 miles, once a week.

Leave Rutherfordton every Friday at 8 a m, arrive at Pleasant Garden next day by 11 a m.

Leave Pleasant Garden every Saturday at 1 p m, arrive at Rutherfordton next day by 12 m.

2401 From Rutherfordton, by Webbsford, Busby Creek, Shelby, Buffalo, Muddy Fork, and King's Mountain, to Falls, 54 miles and back, once a week.

Leave Rutherfordton every Saturday at 6 a m, arrive at Falls next day by 10 a m.

Leave Falls every Sunday at 1 p m, arrive at Rutherfordton next day by 5 p m.

2402 From Ashville, by Sulphur Springs, Mill River, Claytonville, Davidson's River, to Cathey's Creek, 33 miles and back, once a week.

Leave Ashville every Friday at 6 a m, arrive at Cathey's Creek same day by 6 p m.

Leave Cathey's Creek every Saturday at 6 a m, arrive at Ashville same day by 6 p m.

2403 From Ashville by Pigeon River, Waynesville, Scott's Creek, Franklin, Tennessee River and Clayton, Ga., to Clarksville, 120 miles and back, twice a week.

Leave Ashville every Monday and Friday at 5 a m, arrive at Clarksville every Wednesday and Sunday by 6 p m.

Leave Clarksville every Monday and Thursday at 5 a m, arrive at Ashville every Wednesday and Saturday by 6 p m.

Proposals to carry in two-horse coaches will be considered.

2404 From Ashville by Turkey Creek, Pigeon River and Forks of Pigeon to Waynesville, 40 miles and back, once a week.

Leave Ashville every Friday at 5 a m, arrive at Waynesville same day by 7 p m.

Leave Waynesville every Saturday at 5 a m, arrive at Ashville same day by 7 p m.

2405 From Franklin by Jamesville, Rossville, Murphy's c h and Ivy Log, to Blairsville, Ga., 56 miles and back once a week.

Leave Franklin every Sunday at 6 a m, arrive at Blairsville next day by 6 p m.

Leave Blairsville every Tuesday at 7 a m, arrive at Franklin next day by 5 p m.

SPECIAL OFFICES.

Proposals are invited for supplying the following offices in North Carolina, for the nett proceeds of said offices, respectively, limited to a sum to be named in the proposals in each case.

Abbots Creek from Brumwell's, 5 miles and back, once a week.

Bear Branch from Faison's Depot, 7 miles and back, once a week.

Core Creek from Newbern, 16 miles and back, once a week.

Dillonville from Ingramsville, 6 miles and back, once a week.

Fulton from Smith Grove, 5 miles and back, once a week.

Franklinville from Ashboro, 8 miles and back once a week.

Fulton from Mocksville, 5 miles and back, once a week.

Grove Hill from Warrenton, 9 miles and back, once a week.

Hopewell from Martindale, 7 miles and back, once a week.

Houston's Store from Wood Grove, 5 miles and back, once a week.

Jersey Settlement from Lexington, 8 miles and back, once a week.

John's River from Harper's Store, 8 miles and back, once a week.

Kinderhook from Warrenton, 12 1/2 miles and back, once a week.

Newby's Bridge from Hertford, 9 miles and back, once a week.

Nixon's from Ashboro, 9 miles and back, once a week.

Parson's Mills from Jamestown, 6 miles and back, once a week.

Phillip's Store from Hilliardstown, 8 miles and back, once a week.

Sandy Run from Birchettsville, 7 miles and back, once a week.

Stump Sound from Foy's Store, 14 miles and back, once a week.

Thompson's Store from Alleman, 6 miles and back, once a week.

Waddell's Ferry from Brown's Mills, 2 miles and back, once a week.

NOTES.

1. Seven minutes are allowed for opening and closing the mails at all offices, where no particular time is specified; but on railroad and steamboat routes there is to be no more delay than is necessary to delivery 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. A preference is to be given to passengers brought in the connecting mail lines over those traveling in any other.

4. Post Office blanks, mail bags, and the special agents of the Department, on the exhibition of their credentials, are to be conveyed without further charge on mail lines admitting of such conveyance.

5. 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.

6. In all cases, there is to be a forfeiture of the pay 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 into penalties of higher amount, according to the nature or frequency of the failure and the importance of the mail.

7. Fines will be imposed, unless the delinquency be satisfactorily explained in due time, for failing to take from, or deliver at a post office, the mail, or any part of it; for suffering it to be wet, injured, lost, or destroyed; for conveying it in a place or manner that exposes it to depredation, loss, or injury; for refusing after demand to convey a mail by any coach, railroad car, or steamboat, 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.

8. 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 consent of the Postmaster General, or for setting up or running an express as aforesaid.

The Postmaster General may alter the contract, and alter 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. He may also discontinue or curtail the service, he allowing one month's extra pay on the amount dispensed with.

10. 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.

11. 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.

12. 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 person or persons, or 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 anything whatever to induce any other person not to bid for a mail contract.

13. On coach routes where the present contractor, shall be superseded by an underbidder, who may not have the stage property requisite for the performance of the contract, he shall purchase from the present contractor such of his coaches, teams, and harness belonging to the route as shall be needed, and may be suitable for the service, at a fair valuation; and make pay therefor by reasonable instalments, as his pay becomes due, unless the present contractor shall continue to run stages on the route. Should they not agree as to the suitability of the property, the terms, or the security, each may choose a person who may appoint a third, and their decision shall be final; and the Postmaster General will name the umpire. Should the underbidder fail to comply, his bid will be offered to the contractor; but should he decline it, the proposals of the underbidder will be accepted unconditionally. The underbidder should give early notice of his intention to take or not to take the stock, and if the latter, of his reasons; and the present contractor is to determine, on the first application, whether he will sell it or not.

14. A bid received after time, to wit: the 15th April next at 3 p m, 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, not adjudged to be extravagant.

15. A bidder may offer on coach, railroad, or steamboat routes, where that transportation is difficult or impracticable at certain seasons, to substitute horse or wagon 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 at a 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 a specified number of days for more running time to the trip 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.

16. There should be but one route bid for in a proposal.

17. The route, the service, the yearly pay, the bidder's name and residence, and the name of each member of the firm, where a company offers, should be distinctly stated.

18. The following is the form of the guaranty which should be filled, the first blank with the name of the guarantor, the second with that of the bidder; and the third and fourth with the beginning and terminating points of the route; and after being dated, should be signed by the guarantor, who must be shown by the written certificate of a postmaster, or other equally satisfactory testimonial, to be a man of property, and able to make good his guaranty. This guaranty, so certified, should accompany each bid.

"The undersigned ——— guaranties that ——— if his bid for carrying the mail from ——— to ——— be accepted by the Postmaster General, ——— shall enter into an obligation prior to the 1st day of July next, with good and sufficient sureties, to perform the service proposed.

"Dated ———"

19. The bid should be sent under seal, addressed to the First Assistant Postmaster General, with "Mail Proposals in the State of ———" written on the face of the letter; and should be despatched in time to be received by or before the 13th April next, at 3 o'clock, p. m.

20. The contracts are to be executed before the 1st July next.

POST OFFICE DEPARTMENT, Dec. 13, 1842.
C. A. WICKLIFFE.

Dec. 24, 1842. 94...12w.

A. BETHUNE

BEGS leave to inform his friends and the public, that he continues to carry on the **TAILORING BUSINESS**, in the South-east wing of Spring's brick house, where he will be ready to accommodate those who may favor him with their patronage. Being in the receipt of the regular New York and Philadelphia Fashions, his style shall not be inferior to any at the South.

Just received.
Charlotte, Sept. 27, 1842.

JOB PRINTING
Neatly and promptly executed at the "Jeffersonian" Office.