WORK ON THE RAILROAD.

on and others, on the North Carolina Road, has been finished. It embraces

ed the till near the residence of Mr Boy- Mercury, to their special attention: lan, and filled up between that and the site for a depot, and is now engaged in filling up just below the public spring. The de jet is to be established within the tion has quitted them to jude tormerly belonging to the estates of W. land three mil wife, through Rogers and Richard Smith.

The contract for the connecting link between the North Carolina and Gaston whole country has proved that this estifirst of January, 1854, by which time the Road from Goldsboro to this place will be bundred yards north of the Gaston Road depot, run through the lots of Mr Lemay and Mr Courts, cross the Hillsboro road between Mr Courts and Mr Shepherd's, and unite with the Central Road at or near the depot. - Ruleigh Standard.

DISTRESSING ACCIDENT. - An accident of a serious nature happened on the Richmond and Petersburg Rail Road, on Sunday afternoon, about eight miles this side of Petersburg. The front truck of the last passenger car got broken off from its connections with the car, and the bottom of the car being thrown forward upon it, was ripped and completely torn up. A young boy, about six years of age, a son of Mrs. Parnell, of Wilmington, was thrown out, and was so severely injured as to leave no hopes of his surviving; Mrs P., hereself, was slightly injured, as was also Mr McIlhenny, of this place. A yellow girl attendint upon Mrs P., had her leg cut off by and quick sales. The experience of farthe hind wheels; and the leg could not even be found.

The wounded persons were taken back to Petersburg. A telegraphic dispatch announces the death of the girl. Mr Freeman, of Raleigh, was slightly injured .-Wilmington Commercial.

A STEP TOWARDS FREE TRADE.

The Treaty of Commerce recently concluded between Austria and Prussia, comprehending as it does nearly all the other states of Germany, has a twofold significancy. Intrinsically considered, it is a great fact in the history of industrial progress; extrinsically, it is a cause of political satisfaction and assurance to the rest of

In its economic aspect, the convention after such protracted negotiation, according to the London News, must be regarded as a great though cautious step in the direction of free trade. From Trieste to Cologne, from Milan to Dantzig, all differential duties are to be abolished; and instead thereof a system of complete reciprocity is in future to be established. Raw materials of every description are to pass from one territory to another without payment of any duty whatsoever, while a fixed standard of ad valorem charge on manufactured articles is to be maintained for purpose of revenue by each state, but so conceived and arranged as to abnegate all idea of prohibition or protection in favor of one German community against its neighbors. Stipulations are included in the treaty for the adoption of a uniform scale of coinage.

The Prussian eagle will continue still to figure on the gold and silver pieces struck at the Berlin mint, and the arms of Austria will be still impressed upon the metalic currency of Vienna, but the names and values of both will hereafter be the same, not only in the greater states, but throughout all Germany, as well as in Hungary, Lombardy, and the other provinces of the Empire.

Seventy eight millions of people inhabit the region which will be affected by these conditions; and it is perhaps enough to say that there is no one branch of art, industry, and skill, from the mouth of the Elbe to that of the Adige, whose field of labor and profit will not be enlarged to a greater or less extent by the changes which they imply. Theoretically considered, it is undoubtedly the most signal recognition of the principle of equal com- for Paris soon after Easter, and the coronapetition which the world has seen since tion of the Emperor and Empress will There is a serious leak somewhere, and it heavy pier table, marble-topped, that not the repeal of the British Navigation Laws; take place on the 10th of May. The Holy is high time it was detected .- Goldsboro and practically, we can augur nothing but | See, it is said, will obtain many important | Republican. good to the capitalist and the labor of both advantages by this concession of the Pope northern and southern Germany, from a to the wishes of Napoleon, not the least of measure which, by opening new scope for which will be the loan of ten millions of enterprise, and exposing them to the health- francs to recruit the exhausted treasury ful action of natural rivalry, is likely to of the Eternal City. The legitimists, develop new energies in the one, and to however, are reported to be positively wild bring new aids to the other.—N. Y. Even- with chagrin at this abandonment of the ing Post-

tlemen of that party here, seem to take a warrant a belief that the concessions made lively interest in Mr Wilson's project, and in reference both to Switzerland and Turley of No. 8, fifteen of No. 7, ten of No. 7, ten of No. 7, ten of No. 7, ten of No. 7, five of No. 8, fifteen of No. 7, ten of No. 7, five of No. 6, two of No. 6.

The kipskin shoes, the calfskin shoes, and the calfskin sh

From the Railroad Record. We learn that the contract of Mai. Nix. RECIPROCAL BENEFITS OF LAND AND

RAILROADS. Since experience has fully demonstrated | Road Times : three sections, and covers about two miles. that Railroads are destined to become the

Messrs Trollinger, Allen and Morde- the right of way for these roads, and many in much the same way, rising in a cai are pushing forward their work with hesitate to do so, fearing that they will be short time from £5 to £12 per ton. much energy. The former is engaged, at loosers rather than gainers thereby. To advance then was produced as it is not this time, in cutting through the hill some such, in addition to the article in our col- by the projecting and constructing of three hundred yards below the Governor's umns upon "The Illinois Central Rail- great number of rail roads, with the Mansion, and in embanking on the right road," where the subject is incidentally sential difference that the mania at the side of the Favetteville road as it ap- touched upon, we would commend the fol- period was confined chiefly to England proaches the city. Mr Allen has excavat- lowing article, from the Newark, N. J.

Lands and Farming Produce. - It has projects. The rail roads in progress been estimated, by those whose observa- produced

Railroad is constructed, is sufficient to build and stock it. The experience of the Roads is advertised by President Branch mate is not extravagant. Every mile of a to be let on the 1st of May. This work, strip of land three miles wide, one and a it is expected, will be completed by the half miles on each side of the road, will contain 1.920 acres. The average increase in the price of such a strip of land, has in operation. This link is about a mile been not far from \$15 an acre, in new and in length. It is to commence about two thinly settled districts of country, it has been much more in many instances. This would be equal to \$20,000 increase to every mile of road; or in other words, if the farmers or owners of this strip of counthen pass through the lots of Dr. Mason, try should themselves build the road, their Mr Burns, Mr Harrison and Mrs High, land would be worth enough more to pay projected rail roads not yet begun, turned with ample interest. they would own the road besides. If rail- this amount of rail road in progress, 5,000 legs with warm soapsuds, and then with the whole expense of construction, and roads, therefore, conferred no other benefits upon farmers than this great addition to their wealth, they will see that they are more deeply interested in their construction than any other class of the community .- They receive a direct, positive, tangible advantage in the immediate rise in he value of their property.

> a ready access to market, at good prices mers near the great center of population, is a sufficient proof of the great advantages of railroads in this point of view. Indeed, no one has any doubt of it. The reasons for it are too obvious to need proof or argument."

Now, if this be truth, and there can be no doubt of its veracity, does it not present an unanswerable argument in favor, not only of the farmers granting the right of way but also of his becoming, to the extent of his means, a shareholder in the roads of his neighborhood? If a farmer owns 100 acres of land, worth 8 to 10 dollars per acre, and the constructing of a railway through it would increase its value from two thirds to double its original cost, what would be thought of him should he refuse the right of way to such road? We for twelve years which has been concluded trust there are few such farmers in this enlightened age.

> A SHOOTING AFFAIR. - We learn that Wm. B. March, Esq., of Mocksville, was manufacturing business that can be undershot on Monday morning last, by John Hall, also of that place.

At last accounts Mr March was still living, with a prospect of recovery. The gun was charged with buck-shot, three of which took effect-two in the breast, and

one in the shoulder. This affair originated out of an old difficulty of a most serious nature, and some such result it has been feared, would ensue. - Salisbury Watchman.

CAPE FEAR AND DEEP RIVER. - A friend writes to us from Harwood, under date of 31st of March, as follows: "The prospects of our River are now quite cheering. All the stock has been taken except some four or five thousand dollars; the Bonds of the Contractors have been taken and approved by the Governor and Attorney General, and our new President is going ahead with great energy and zeal. We confidently expect to derive some benefit from this great work in a few months. The Company is building a steamshort time. - Wilmington Commercial.

CINCINNATI, April 2, 1853. Hon. Thomas F. Marshall was killed by one of his tenants, near Maysville, Ky., last Wednesday.

His Holiness the Pope, was to leave Rome principle of "Divine right," on the part of the head of the Church, and many pro-REPUBLICAN BANNER.—This is the name of a paper, which Frank. I. Wilson, Esq., proposes to publish in Salisbury. He is now purchasing new materials for his office, and has commenced his scheme like a man who expects to succeed. The Banner is to be a democratic paper. The gentlemen of that party here, seem to take a REPUBLICAN BANNER .- This is the name | phetic warnings are held out that the Col-

RAIL ROAD IRON.

The following speculations as to the ad vance in iron are from the Boston Rail

Farmers are often called upon to grant £14 per ton. Six years ago iron went whereas mow it is diffused over many coun tries, raging most furiously in our own "Effects of Railroads upon the price of and embracing a much vaster aggregate

these British rail roads caused the most fine, it injures the

From the best information accessible to and externally. the public it appears to be quite certain Rats and other vermin are kept away that there are now in progress and actual from grain by a sprinkling of garlic when course of construction, in Europe and packing the sheaves. America, at least twenty thousand miles of iron rail road, besides a vast amount of land by draining or otherwise, will be re which we do not take into account. Of To cure scratches on a horse, wash the belongs to Europe, and 14,000 at least to beef trine Two applications will cure this country, exclusive of more than 1,000 in the worst case. miles now constructing in Canada. We have seen a list made out of the rail roads posed to the weather with the bark on, now under way in each State, which decays nuch sooner than if cut in the fall. amounts in the aggregate to more than 13. 000 miles; and which list has understated potatoes to improve hogs, and decidedly rather than overstated the truth, for in preferable for feeding cattle. farming interest beside the rise in the value of their farms. The products of a farm situated at any considerable distance from a market where ordinary roads have to be depended upon, are of little value to the producer, but railroads at once give them a ready access to market, at good prices

farming interest beside the rise in the value of the rise in the value of the rise in the value of their farms. The products of a farm situated at any considerable distance from a market where ordinary roads have to be depended upon, are of little value to the producer, but railroads at once give them a ready access to market, at good prices

farming interest beside the rise in the value of the surface of the five days, exclusive of the time required for the regular transmission of the mail.

A record, or duplicate of the letter informing a bidder of the acceptance of his proposal, with the surface of the surface of his proposal, with the producer, but railroads at once give them a ready access to market, at good prices

farming interest beside the rise in the val.

A plant of or J. P. Covinglen. Gray and Sands and Market co. J. Womble

Ap 1-Str Evergreen. with goods for merchants of Fay.

It was fined in its plowed state all the winter

Similar omissions as to other States. Howelete in the required for the regular transmission of the mail.

A record, or duplicate of the letter informing a bidder of the acceptance of his proposal, with the surface of the specific control of the mail.

A proof of the time required for the regular transmission of the mail.

A record, or duplicate of the etteristic and for J. Newlin and Smith. A Holtand control of the time required for the regular transmission of the mail.

A proof of the time required for the regular transmission of the mail.

A proof of the time required for the regular transmission of the mail.

A proof of the time required for the regular transmission of the mail.

A proof of the time required for the cleaves of the proposal, with the proposal control of the mail.

A pro

already begun.

manufacture of rail road iron the best the following distitch :taken in this country for some years, for it is affirmed on the best authority, that the article which is now selling at \$70, with every prospect of advancing at least to \$80 per ton, pays a fair profit to the maker at \$50 per ton.

the cost of many of the railways at the Charles Stuart to the scaffold, revolutionwest and south, for the cost of grading on ized England, and made Great Britain free. some of them was less per mile than the One vote gave us the tariff of 1842, and have secured their iron at low rates, will Mexico, and purchased California, turned be very large. The English rail road thither the tide of emigration, and will companies are now compelled to pay \$10 change the destiny of the world. Those per ton more for their iron at home, than the | who are in the habit of excusing themselves price at which our rail road companies from attending elections, in the belief that were enabled to obtain it about a year ago, one vote will not make much difference, freight and duties included.

MORR MAIL ROBBERIES. - We have been informed that several depredations upon the mails have been made in this quarter within the last month. A letter boat in the River below Smith's Falls, mailed at Boon Hill, in Johnson county which it is thought will be launched in a containing seven dollars, and directed to Richmond, reached its destination rifled of its contents. A letter mailed at Smith field containing \$3, with the same direction, also failed to reach its propor destination; another containing \$160, directed to the Methodist Book Concern, reached and placing their hands upon it, it soon the agen's of that establishment, the money begins to move about as if endowed with having been abstracted. We notice this the principle of life and the power of locoin order to put the public on their guard.

> Vegetables for the London Market -The London correspondent of the National Intelligencer, in a late letter, says:

"The extent of the gardens round London, required to supply the two millions and a quarter of eaters there, will be hard
le credited. Within a radius of fifteen of fifteen and stirred by any muscular power, all left. ly credited. Within a radius of fifteen it except a lady-who, indeed, was the miles of London there are two hundred "medium." whatever that may be-and

PORTANT FROM CENTRAL AMERICA. War between Honduras and Guatemala.

Boston, April 2. Letters received in this city, dated The sudden and great advance which flunduras, March 1st say, "War is now It lies some three miles to the Southwest principal means of inland travel and trans- has recently taken place in the price of penly declared between the States of of this place. Gen. Trollinger's contract portation from point to point, throughout rail road iron, is a circumstance of unusu-Guatemala and Honduras. The latest begins near Mr Holeman's on the New-bern road, and extends to the Southwes-tern limits of the city. Here he is met the United States especially, it may be the United States especially, it may be al importance to various interests of this news states that 150 men of Honduras country. In less than a year the price of have beaten 500 of Carera's troops. It is structing of Railroads may have upon the rail road iron in Great Britain—which is said that the inhabitants of that State disby the contract of Messrs Miller, Allen value of lands (farms particularly,) through the principal seat of its manufacture and the this man, who has taken the whole Boyster, of Granville, and Maj. Hinton, of this county; and this contract unites with that of Mr Jacob Mordecai, which extension of these facilities for transportation must have upon the price of produce is every reason to believe that it will consumphable, and bring a speedy close to this at home.

Plants, when drooping. revived by w grains of camphor. matoes make excellent processes and are the best protection of cabi ring grapes ils in warm weather tif i

Money skillfully expended in drving

Timber, when cut in the spring and ex-

Rail roads require at least one hundred promising them freedom, as a reward for M Davis and co. J M Worth, J McIver, JF Chambers, miles of from for a single track, and of the roads in progress in Europe 1,000 will be double track roads. It follows from this that the rail roads now in course of construction in Europe and America will require for their completion no less than this was and racebonds of either say. Some miles of iron for a single track, and of the their hardihood in undertaking that hazquire for their completion no less than thieves and vagabonds of either sex. Some two millions four hundred thousand tons of the cunning rogues, however, will not of iron. To make this quantity will swallow the matrimonial hook even when remaining fourth. The best authorities do burn, if any lady could be found willing J D will sms. T S Lutterloh. N King. A T Olmstead. not estimate the largest quantity of rail road iron in any one year even as high as forthwith pardoned and set at liberty, the 400,000 tons, yet even at this rate it will marriage being considered punishment take six years to furnish iron for the roads enough. On one occasion, when Jack Ketch was about to perform his office on a The necessary consequence of this state certain criminal, a lady stepped forth from of things is, that the price of rail road iron the crowd and offered to take him for better will not only keep up, but further advance, or worse. The poor fellow looked at her. and be maintained at very high prices for then at the cord, hesitated for a moment, on Monday, the 25th day of April next, for a very long time. This will make the and finally expressed his determination in

> " Long nose, sharp chin; Tie the rope, hangman !"

ONE VOTE. - Within the last dozen years the Governor of Massachusetts was twice elected by a majority of one. A recent paper says that a single vote sent The advance in iron will nearly double Oliver Cromwell to the Long Parliament, cost of the iron, even before it advanced. one vote made the tariff of 1846. One The profit to a few of the companies which vote gave us Texas and made war with will do well to treasure up these facts, and act under their influence.

> CURIOUS EXPERIMENTS. - Table moving | Mattresses (with two covers to each) is now a fashionable amusement. How it is done nobody knows. But that it is done, almost every body knows. It is the development of power we know little if caything about a power and the mysterious, incomprehensible and marvelous. Whatever it is, a child may play with it with impunity.
> What an odd thing it is! Half a dozen

people seat themselves about a large table motion. A few evenings since, we saw a jackets, blue cloth round jackets, blue cloth a man in the room could lift from the floor and cary bodily, spin around nimbly as a required for making arments similar to those top. What moved it? Three or four people had sat about 15 minutes with their hands upon it, and then it got uneasy and began to hitch about, nervously and spasmodically. In five minutes more it was canvass duck that may be required for making under full headway, and performing all garments similar to those specified in third class,

DENTAL NOTICE.

Dr. Kennedy begs to inform his friends, and begs to say that he will visit Fayetteville on the 10th of May, to remain as long as business will justify. He regrets being unable to do so before. and dyed in the wool. April 9, 1853.

HOUSE PAINTING.

The subscriber is prepared to execute any job in his line, in the neatest style and at the shortest notice. He has on hand a large stock of every variety of Paints, Oils, Colors, Window Glass, &c. He offers his services to the community, hoping to merit a share of public patronage.
KOBERT DOWNEY. Lumberton, N. C., April 9, 1853

MEXICAN MUSTANG LINIMENT. Mr S. J. Hinsdale has just received a supply of this valcable medicine, which has become so throughout the United States and the orth American continent generally for the matism, Neuralgia, Sprains, Burns, Piles, Corns, and diseases of horses, such as la bone, Spavin, Fistula, Windgall,

these British rail roads caused the most disastrous commercial revulsion experienced in Great Britain.

It ruined many hundreds of her richest merchants, and produced a long-continued prostration of every industrial interest, rom which it required years of patient later or and economy to recover.

From the best information accessible to C N Mc Adoo. H James. D Scott. Smith. Clark & Swaim. J Smith & Son. Rankin & McLean. Tomlin. English & co. Rankin. McLean & Hanner, A P & R C Poindexter. Dr S G Coffin. B C Douthit. Wagner & Thompson. W J Mac-Council. Banner & Wharton. Smith. Martin & Smith. M Council. Banner & Wharton. Smith. Martin & Smith. M Roger W & J T Andrews, M Greentree & co. J J Bruner, A S Horney. J O'Hanlon, S Causey. Dr W D Lindsay, Hon D F Caldwell. T R Underwood. Starr & Williams. Stedman & Horne. Phœnix Mines. A Lomax. I H Foust. J W Brower. Freeman & Ross, Long & Webb. Richwine, Harrison & co. Richardson & Barrett. A Weatherly, H L Myrover & co. W Weatherly. J M Worth. E. Belo. A A McKethan, W B Richardson, Jenkins, Roberts & co. S Lebeson, P. Shemwell. Hocket, Vickery & co. H Graham A McKethan, W B Richardson, Jenkins, Roberts & co. S Johnson, P Shemwell, Hocket, Vickery & co. H Graham A B Marsh, J W Eccles & co. R G Lindsay, G W Johnson, J Mciver, Murphy & Black, Gilmer & Rankin, Banner & Martin, C W Woollen, Murchisch, Reid & co. Gardner & co. G C Mendenhall, Gilmer & Glenn, Carr & Watson, R Gray, W T Haulin, R D Golding, Reynolds & Beason, W A Holt & co. G S Cole, Dr A S Hoover, J Hargrove, Green Womack & Brock, Transom & Bro. A Sheck and Bro, Woodruff, Miller and co. McLeau and Jones R Green, Noss & Harriss, M D & W R Smith, Gray & Saunders, R posed to the weather with the bark on.

decays much sooner than if cut in the fall.

Experiments show apples to be equal to Caldwell and Son. J J M Lindsay, E Penry, J W Welch, T Graham, T O Smith, Earnhardt, Adderton and Nooe, J W Stockton, E. B. Rice, Hauser and Wilson, Worth and Elliott D Surphy, E. Fuller, T. C. Blake, A. A. Holt and co, E. M. Holt, N. King, New Market co, J. Womble

interior
April 2-Str Chatham, with a full cargo of goods for merchants of this place and the interior.

April 4-Str Fanny Lutterloh, with passengers. 5-Str occupy all the rolling mills in the world, it is baited with such a sweet morsel as which are engaged in the manufacture to liberty. A similar government policy iron, at least six years—those of Great Britain furnishing three-fourths, and the United States, France and Belgium the offences, and sentenced to be hung at Ty.

Rowan. with tow boats Odd Fellow and H L Myrover—both of the above steamers with freight for J W Hooker. Johnson. McNeill and co, Dyer and Melever, Lawrence and Troy, C E Leete, Brown. Fraley and co. M McNeill. W F Watts and co. J A McColman. J B Cawson. Beaver Creek co. S Boon, E A Vogler, P C S. M. Hort and co. J W Parker. A A Holt J J Piggott. J R and J Sloan. J G and T B Lash, H Waddill. J T Gilmore.

> CLOTHING & CLOTHING MATERIALS NAVY DEPARTMENT,

Bureau of Provisions & Clothing, Mar. 28, 1853. SEALED PROPOSALS, endorsed "Proposals for Navy Clothing and Clothing Materials," will be received at this office until 3 o'clock P. M furnishing and delivering (on receiving thirty days' notice) at each or either of the Navy Yards at Charlestown, Massichusetts; Brooklyn, New York; and Gosport, Virginia, such quantities only of any or all of the following named articles of Navy Clothing and Clothing Materials as may be ordered by the Chief of this Bureau, or by the commandants of said navy yards, respectively, during the fiscal year commencing on the 1st day of July next, and ending on the 30th day of June, 1854, viz: Blue pilot cloth pea Jackets, wool-dved

do monkey jackets Do cloth round jackets Do do trowsers Blue flannel over-shirts, twilled and woolunder-shirts yards 15,000 Do flannel 4,000 Barusley sheeting frocks Canvass duck trowsers yards 7,000 Barnsley sheeting for do. do 7,000 Canvass duck for 15,000 Dungaree pairs 5,000 Calfskin shoes do 5,000 Kipskin do high cut do 10,000 Calfskin pumps do 10,000 Wollen stockings Wollen socks Black silk handkerchiefs

The schedule of sizes of April 10, 1548, has been modified by throwing out altogether size the average number of sizes Nos. 1 and 2, for each one hundred pieces; and all proposals must have reference to this change. A new schedule of sizes will be found with the samples, at the respective navy yards.

The clothing and clothing materials will be divided into nine classes, for each of which separate proposals will be received, and a separate contract made, viz: First Class .- All the wollen articles made up,

viz blue cloth pea jackets, blue cloth monkey trowsers, blue flannel over-shirts, blue flannel under-shirts, and blue flannel drawers. Second Class .- All the flannel that may be

Third Class .- All the linen articles made up. viz. Barnsley sheeting frocks and canvass duck Fourth Class - All the Barnsley sheeting and

Fifth Class - All the shoes and pumps. Sixth Class .- All the stockings and socks. Seventh Class .- All the mattresses, including two covers to each mattress. Eighth Class .- All the black silk handker-

Ninth Class .- All the blankets. The shoe and pump to be stamped with the contractor's name, number of shoe and pump,

and year when made; the size to be in the following proportion for each 100 pairs, unless otherwise ordered, viz : Two of No. 12, four of No. 11, twelve of No.

caliskin pumps must be packed and delivered in separate boxes

All the above articles are to be fully equal, in the public of Fayetteville and surrounding coun- the quality, texture, and finish of material, pattry, that having such frequent applications to tern, and wonkmanship, to the samples which visit Fayetteville professionally, he feels com- are deposited at the aforesaid Navy Yards; the pelled to make an appointment, though his time pea jackets, monkey jackets, cloth trowsers, ovis fully occupied in Wilmington. He therefore er-shirts, under-shirts, drawers, and the blue flannel to be of American manufactured cloths and flannels, made of clean wool and indigo-dyed.

The number or quantity which will be required of each of the foregoing articles cannot be precisely stated; it is even possible that of some none may be required. A contract will therefore be made, not for a specific number or quantity of any article, but only for such number or quantity of each as the service may require to be delivered at those Navy Yards respectively .-The prices must be uniform at all the stations.

All the above articles must be subject to such nspection at the place of delivery as the Chief of the Bureau may direct; and no article will be received that is not fully equal to the sample or pattern, both in material and workmanship, and which does not conform in all other respects to the stipulations and provisions of the contract to be made. The whole must be delivered at the risk and

expense of the contractor, in good, tight, substantial, and dry packing boxes or bales; each box and bale to be marked with the contractor's name, and the year and mobth when manufactured or put up; the whole to be put up in good shipping order, free of all charges to the United States, and to the entire satisfaction of the in-The offers must disting article mentioned, and me contated to cover every expense attending ... fulfilment of the contract, including the necessary metal and na-

vy buttons. In case of failure on the part of the contractors to furnish and deliver the several articles which may be ordered from them, in proper time and of proper quality, the Chief of the Bureau of Provisions and Clothing shall be authorized to purchase or direct purchases to be made of what may be required to supply the deficiency, under the penalty to be expressed in the contract; the record of a requisition, or a duplicate copy thereof, at the Bureau of Provisions and Clothing, or at either of the navy yards aforesaid, shall be evidence that such requisition has been made and received.

Two or more approved sureties in a sum equal to the estimated amount of the respective contracts will be required, and ten per centum will be withheld from the amount of all payments on account thereof as collateral security, and not in any event to be paid until it is in all respects complied with; and ninety per centum of the amount of all deliveries made will be paid by the Navy Agent within thirty days after triplicate bills, duly authenticated, shall have been pre-

Bidders whose proposals are accepted (and none others) will be forthwith notified, and as early as practicable a contract will be transmitted to them for execution, which contract must be returned to the Bureau within five days, ex-

ions for the naval service for 1846-'47, approved 10th August, 1546,) by a written guaranty, signed by one or more responsible persons, to the effect that he or they undertake that the bidder or bidders will, if his or their bid be accepted, enter into an obligation within five days, with good and sufficient sureties, to furnish the supplies proposed. The Bureau will not be obliged to consider any proposal unless accompanied by the guaranty required by law; the competency of the guaranty to be certified by the Navy Agent, District Attorney, or some officer of the General Government known to the Bureau. Extract from the act of Congress, approved August 10, 1846 "SEC. 6 And be it further enacted, That,

from and after the passage of this act, every proposal for naval supplies invited by the Secretary of the Navy; under the proviso to the general approbation bill for the navy, approved March third, eighteen hundred and forty-three, shall be accompanied by a written guaranty, signed by one or more responsible persons, to the effect that he or they undertake that the bidder or bidders, will, if his or their bid be accepted, enter into an obligation in such time as may be prescribed by the Secretary of the Navy, with good and sufficient sureties, to furnish the supplies proposed. No proposal shall be considered unless accompanied by such guaranty. If, after the acceptance of a proposal and a notification thereof to the bidder or bidders. he or they shall fail to enter into an obligation within the time prescribed by the Secretary of the Navy, with good and sufficient sureties for furnishing the supplies, then the Secretary of the Navy shall proceed to contract with some other person or persons for furnishing the said supplies; and shall forthwith cause the difference between the amount contained in the proposal so guarrantied and the amount for which he may have contracted for furnishing the said supplies for the whole period of the proposal to be charged up against said bidder or bidders, and his or their guarantor or guaranters; and the same may be immediately recovered by the United States, for the use of the Navy Department, in an action of debt against either or all of said persons." March 29, 1853.

TRUST SALE. Will be sold at auction, on Wednesday 27th I lot and Dwelling House on the South side of

Mumford street, the residence of Daniel Suther-

1 Lot and Dwelling House, with small Kitchen, in the rear of the above lot and on East side of said street leading up to Bowling Alley. 1 Lot with Carpenter Shop, corner West of

1 Pew, No. 9, in Presbyterian Church. I fine eight-day Clock; with Household and Kitchen Furniture, Beds, Bed Furniture, &c. I Negro woman named Betsy, said to be a val-

uable house servant, washer, &c. The property will be sold by virtue of a Deed Trust made by Daniel Sutherland. The title s undoubted. The property may be examined

on the premises Terms: All sums under \$100, cash; over \$100, 00 day's Note at Bank with approved endorser, or a lien on the property.

GEO McNEILL, Trustee. C. E. LEETE, Auct'r. April 2, 1853.

THE SUBSCRIBER is now receiving his stock f Spring and Summer GOODS,

Consisting of Ready-made Clothing. Shirts, Collars and Drawers,

Boots, Shoes, and Hats. All of his own selection, which he can warrant equal to any in the market, and to be sold GEORGE BRANDT, Between the Market House and Fayetteville Hotel N. B .- A nice assortment of Boys' Clothing

low for cash. also on hand. April 2, 1953

## MEDICAL NOTICE.

Dr. R. H. Wyche, Summerville, Cumberland county, respectfully tenders his professional services to the citizens of said village and vicinity. He is a graduate of Emory and Henry College,

The kipskin shoes, the calfskin shoes, and the April 2, 1883.