

arrive at Lewinsville by 7 a m, and at Rutherfordton same day by 5 p m.

2153 From Salisbury, by Fulton, to Huntsville, return by Mocksville to Salisbury, once a week.

Leave Salisbury every Thursday at noon, arrive at Huntsville same day, and at Salisbury every Friday by 11 a m.

2154 From Morgantown, by Pleasant Garden, Old Fort, and Swannano, to Ashville, 60 miles and back, once a week, in stages.

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

Leave Ashville every Sunday at 5 a m, arrive at Morgantown same day by 10 p m.

2155 From Morgantown, by Pleasant Forge and Little River, to Statesville, 61 miles and back, once a week.

Leave Morgantown every Monday at 6 a m, arrive at Statesville every Tuesday by 5 p m.

Leave Statesville every Wednesday at 6 a m, arrive at Morgantown every Thursday by 5 p m.

2156 From Charlotte, by Alexandria, Hickory Grove, Mount Mourne, Statesville, Mount Pleasant, Stone Point, and Dogles, to Wilkesboro, 79 miles and back, once a week, in stages.

Leave Charlotte every Thursday at 11 a m, arrive at Statesville same day by 9 p m.

Leave Statesville every Friday at 5 a m, arrive at Wilkesboro same day by 4 p m.

2157 From Chapel Hill, by Clover Garden, Newlin's, Long's Mills, Troy's Store, New Salem, New Market, Hunt's Store, and Drumells to Lexington. Return by way of Fair Grove, Le Grange, and New Market, equal to 82 miles and back once a week.

Leave Chapel Hill every Saturday at 5 a m, arrive at Lexington Sunday by 6 p m.

Leave Lexington every Monday at 6 a m, arrive at Chapel Hill every Tuesday by 6 p m.

2158 From Ashville, by Mill Run, Claytonville, Cathey's Creek, Toxaway, S. C. Keowee, and Pickens c. h. to Pendleton, 92 miles and back, once in two weeks.

Leave Ashville every other Monday at 6 a m, arrive at Pendleton the next Wednesday by noon.

Leave Pendleton every other Thursday at noon, arrive at Ashville the next Saturday by 6 p m.

2159 From Ashville by Turkey Creek, Haywood c. h. or Waynesville, and Franklin, to Clayton, Ga, 28 miles and back, once a week.

Leave Ashville every Monday at 6 a m, arrive at Clayton every Wednesday by 6 p m.

Leave Clayton every Friday at 6 a m, arrive at Ashville every Sunday by 4 p m.

2160 From Chapel Hill, by Pittsboro, Haywood, and Reid's Store, to Fayetteville, thence by Northampton's, Martha's Vineyard, and Haywood, to Pittsboro and Chapel Hill, equal to 73 miles and back, once a week.

Leave Chapel Hill every Saturday at 5 a m, arrive at Fayetteville every Monday by 4 p m.

Leave Fayetteville every Tuesday at 5 a m, arrive at Chapel Hill every Wednesday by 6 p m.

2161 From Morgantown, by Little River, North Cove, Bear Creek, Bakersville, Greensville, and Ivy, to Ashville, 91 miles and back, once a week.

Leave Morgantown every Saturday at 4 a m, arrive at Ashville every Sunday by 8 p m.

Leave Ashville every Monday at 4 a m, arrive at Morgantown every Tuesday by 8 p m.

2162 From Statesville by Thomas' Ferry, to Mountain Creek, 20 miles and back, once a week.

Leave Statesville every Monday at 1 p m, arrive at Mountain Creek same day by 7 p m.

Leave Mountain Creek every Monday at 5 a m, arrive at Statesville same day by 11 a m.

2163 From Pittsboro, by Ramsey's Mills, Tick Creek, Underwood's Store, Allen's Store, Moffit's Mills, Brower's Mills, Waddle's Ferry, Tyson's Store, Gulph, and Pedlar's Mill, to Pittsboro, equal to 43 miles and back, once a week.

Leave Pittsboro every Wednesday at 8 a m, and return so as to arrive at Pittsboro every Friday by 4 p m.

2164 From Wentworth, by Troublance Iron Works, Martinsville, Greensboro, Centre, Mendenhall's Mills, and Gardner's Store, to Ashboro, 54 miles and back, twice a week.

Leave Wentworth every Thursday and Sunday at 3 p m, arrive at Ashboro every Friday and Monday by 6 p m.

Leave Ashboro every Wednesday and Saturday at 10 a m, arrive at Wentworth every Thursday and Sunday by 12 noon.

2165 From Fayetteville, by Packet Office, Carthage, Mechanics Hill, Caledonia, and Hill's Store, to Salisbury, 142 miles and back, once a week.

Leave Fayetteville every Monday at 6 a m, arrive at Salisbury every Thursday by 10 a m.

Leave Salisbury every Thursday at 3 p m, arrive at Fayetteville every Sunday by 5 p m.

2166 From Fayetteville, by New Gilead, Butler's Mills, Lawrenceville, Morgan's Store, and Chisholm's Store, to Salisbury, 120 miles and back, once a week.

Leave Fayetteville every Friday at 6 a m, arrive at Salisbury every Monday by 9 a m.

Leave Salisbury every Monday at 3 p m, arrive at Fayetteville every Thursday by 4 p m.

2167 From Cheraw, S. C. by Sneedboro, N. C. Norven, Sharp's Store, Wadesboro, Beal's Store, Norwood's, Smith's Store and Kendall's to Salisbury, 85 miles and back, twice a week, in 2 horse stages.

Leave Cheraw every Sunday and Wednesday at 5 a m, arrive at Salisbury Monday and Thursday by 11 a m.

Leave Salisbury every Tuesday and Friday at 4 a m, arrive at Cheraw every Wednesday and Saturday by 11 a m.

2168 From Rockingham to Cheraw, S. C. 92 miles and back, once a week.

Leave Rockingham every Wednesday at 4 a m, arrive at Cheraw same day by 9 p m.

Leave Cheraw every Monday at noon, arrive at Rockingham same day by 5 p m.

2169 From Lambertown by Philadelphia, Montpelier, Bolivar, Cooper Hill, Stewartville, Queensdale, and Alfordville to Lambertown, equal to 43 miles and back, once a week.

Leave Lambertown every Monday at 5 a m, arrive at Stewartville every Tuesday by 9 a m, and at Lambertown the same day by 7 p m.

2170 From Warrington by Ransom's Bridge, Belford, and Hillardstown to Nashville, 44 miles and back, once a week.

Leave Warrington every Tuesday at 10 a m, arrive at Nashville every Wednesday by 10 a m.

Leave Nashville every Wednesday at 2 p m, arrive at Warrington every Thursday by 2 p m.

2171 From Halifax by Dawson's M. Roads, Scotland Neck, Palmyra, and Clarke's Store, to Hamilton, 42 miles and back, once a week.

Leave Halifax every Thursday at 5 a m, arrive at Hamilton same day by 7 p m.

Leave Hamilton every Wednesday at 5 a m, arrive at Halifax same day by 7 p m.

2172 From Tarboro by Davis's Store, Hamilton, Williamston, Gardner's Bridge, Plymouth, and Cool Spring to Columbia, 100 miles and back, once a week.

Leave Tarboro every Thursday at 10 a m, arrive at Hamilton same day by 6 p m.

Leave Hamilton next day at 6 a m, arrive at Plymouth every Friday by 4 p m.

Leave Plymouth every Saturday at 5 a m, arrive at Columbia every Saturday by 7 p m.

Leave Columbia every Monday at 5 a m, arrive at Plymouth same day by 8 p m, at Hamilton every Tuesday by 6 p m, and at Tarboro every Wednesday by 5 p m.

2173 From Washington by Bath, Pantego, Log House Landing, Germantown, Swindall, and Lake Landing to Middleton, 94 miles and back, once a week.

Leave Washington every Friday at 5 a m, arrive at Middleton every Saturday by 8 p m.

Leave Middleton every Wednesday at 5 a m, arrive at Washington every Thursday by 8 p m.

2174 From Raleigh by Smithfield, Waynesboro, Spring Bank, Kinston, Cox's Bridge and Cove Creek to Newbern, 129 miles and back, twice a week, in 2 horse stages.

Leave Raleigh every Monday and Thursday at 10 a m, arrive at Newbern every Wednesday and Saturday by 4 p m.

Leave Newbern every Monday and Thursday at 6 a m, arrive at Raleigh every Wednesday and Saturday by 4 p m.

2175 From Fayetteville by Elizabethton, and West Brook to Wilmington, 88 miles and back, three times a week in 2 horse stages.

Leave Fayetteville every Tuesday, Thursday, and Saturday at 4 a m, arrive at Wilmington next day by 11 a m.

Leave Wilmington every Monday, Wednesday, and Friday at 1 p m, arrive at Fayetteville next day by 5 p m.

2176 From Newbern by Trent Bridge, Cross Roads, Swansboro, French Mills, and Onslow c. h., to Wilmington, 130 miles, once a week and back, in 2 horse stages.

Leave Newbern every Monday at 5 a m, arrive at Wilmington every Wednesday by 11 a m.

Leave Wilmington every Wednesday at 1 p m, arrive at Newbern every Friday by 8 p m.

2177 From Wilmington by Orton to Smithville, 29 miles and back, twice a week in 2 horse stages.

Leave Wilmington every Sunday and Wednesday at 1 p m, arrive at Smithville same days by 8 p m.

Leave Smithville every Sunday and Wednesday at 4 a m, arrive at Wilmington same days by 11 a m.

2178 From Wilmington by Beatie's Bridge to Gravelly Hill, 40 miles and back, once a week.

Leave Wilmington every Wednesday at 2 p m, arrive at Gravelly Hill every Thursday by 5 p m.

Leave Gravelly Hill every Tuesday at 9 a m, arrive at Wilmington every Wednesday by 10 a m.

2179 From Fayetteville by Clinton, Duplin, Old c. h., Whigsville, Keenansville, Comfort and Trenton, to Newbern, 137 miles and back, once a week.

Leave Fayetteville every Thursday at 5 a m, arrive at Newbern every Saturday by 5 p m.

Leave Newbern every Monday at 5 a m, arrive at Fayetteville every Wednesday by 5 p m.

2180 From Keenansville by Rockfish to Wilmington, 56 miles and back, once a week.

Leave Keenansville every Friday at 2 p m, arrive at Wilmington every Saturday by 6 p m.

Leave Wilmington every Thursday at 5 a m, arrive at Keenansville every Friday by 10 a m.

2181 From Onslow c. h. to Richlands, 14 miles and back once a week.

Leave Onslow c. h. every Thursday at 3 p m, arrive at Richlands same day by 7 p m.

Leave Richlands every Thursday at 8 a m, arrive at Onslow c. h. by 11 a m.

2182 From Newbern by Beadensville to Beaufort, 45 miles and back, once a week.

Leave Newbern every Thursday at 5 a m, arrive at Beaufort same day by 2 p m.

Leave Beaufort every Wednesday at 5 a m, arrive at Newbern same day by 7 p m.

2183 From Smithfield by Whitley's to Stantonburg, 39 miles and back, once a week.

Leave Smithfield every Wednesday at 5 a m, arrive at Stantonburg same day by 7 p m.

Leave Stantonburg every Thursday at 5 a m, arrive at Smithfield same day by 6 p m.

2184 From Currituck c. h. to Poplar Branch, 17 miles and back, once a week.

Leave Currituck c. h. every Friday at 2 p m, arrive at Poplar Branch same day by 6 p m.

Leave Poplar Branch every Friday at 6 a m, arrive at Currituck c. h. same day by 10 a m.

All contracts for routes embraced in this advertisement shall commence on the first day of January next, and continue four years.

#### NOTES.

1. The Postmaster General reserves the right to expedite the mails, and to alter the times of their arrival and departure, at any time during the continuance of the contract, by giving an adequate compensation, never exceeding a *pro rata* allowance, for any extra expense which such alteration may require.

2. Seven minutes shall be allowed for opening and closing the mail at each office, when no particular time shall be specified.

3. For every ten minutes delay in arriving at any point after the time prescribed in any contract, the contractor shall forfeit five dollars. If the delay shall continue beyond the time for the departure of any pending mail, the forfeiture shall be equal to twice the amount allowed for carrying the mail one trip. If it be made to appear that the delay was occasioned by unavoidable accident, of which the Postmaster General shall be the judge, the forfeiture may be reduced to the amount of pay for a trip; but in no case can that amount be remitted. The forfeitures are otherwise unconditional, and will in all cases be enforced.

4. Persons who make proposals will state their prices by the year; payments to be made quarterly, in the months of May, August, November, and February, one month after the expiration of each quarter.

5. None but a free white person shall be employed to carry the mail.

6. Proposals should state whether the person proposes to carry the mail in a stage or otherwise.

7. If the person offering proposals wishes the privilege of carrying newspapers out of the mail, he must state it in his bid; otherwise, he cannot enjoy that privilege.

8. Proposals for any improvements in transporting the mail may be stated in the proposals, and will be duly considered.

9. The number of the route, and its beginning and termination, should be stated in every bid; and the proposal must be sealed, directed to the "General Post Office, Office of Mail Contracts," and superscribed "Proposals."

The following is a proper form for a proposal:

"I will convey the mail, agreeably to advertisement, on route No. \_\_\_\_\_ from \_\_\_\_\_ to \_\_\_\_\_ for the yearly compensation of \_\_\_\_\_ dollars."

He must state the place of his residence; and, if not a contractor, must accompany his bid with satisfactory recommendations.

10. The distances, as stated, are believed to be substantially correct; but if any mistakes have occurred in relation to them, no increase of compensation will be allowed on that account. The contractor will inform himself on that point.

11. The Postmaster General reserves the right of annulling any contract whenever repeated failures to arrive within the contract time shall occur, or whenever one failure shall happen amounting to the loss of a trip.

12. In every case where the mail is transported in stages, and the present contractor shall be underbid, and the underbidder shall not have such stage property as may be necessary for the performance of the contract, he shall purchase from the present contractor, at a reasonable valuation, the whole, or any part of the stage property, including horses, that may be suitable for the service, and make payment for the same by reasonable instalments, as his pay shall become due, or as may be otherwise arranged. Should they not agree as to the suitability of the property, its value, the terms of payment, and its security, each may choose a person, who may appoint an umpire, and their decision shall be final; or if the underbidder declines to do this, the Postmaster General will name the umpire. This will be made a condition of any bid under

that of a present contractor; and should the underbidder fail to comply, his bid will be offered to the present contractor; but should he decline it, the proposal of the underbidder will be accepted unconditionally.

13. No bid shall be withdrawn after the time for receiving it has expired; and should any person refuse to take a contract at his bid, he shall forfeit all other contracts that he may have with the Department, and be held responsible for all damage that may result from his failure to comply.

14. No contract can be transferred without the approbation of the Postmaster General, and the assignment of a contract without his consent, shall forfeit it. This rule will never be departed from.

15. If a contractor or his agent shall violate the Post-Office law, or shall transmit commercial intelligence by express more rapidly than the mail, his contract shall be forfeited.

16. The Postmaster General reserves the right of curtailing or of discontinuing any route, when, in his opinion, the public interest shall require it; and in such cases the contractor shall cease so far as relates to the part curtailed, or to the whole, if discontinued, an allowance of one month's extra pay being made to the contractor.

17. All contracts for routes embraced in this advertisement shall commence on the first day of January next, and continue four years.

Decisions on bids will be made known on the 19th day of October next.

WILLIAM T. BARRY,

Postmaster General.

#### Stop the Thief & Impostor!!

A MAN who called his name Tate, exchanged with me about two weeks since a horse which proved to be stolen property, and for which he received a dark bay stud colt about five years old, between 14 and 15 hands high, with one eye out. In addition to the horse, he received twenty-five dollars, as the difference of value between the two horses. The subscriber warns all persons from trading for said horse, as he was fraudulently obtained. Five dollars reward will be given if the thief is arrested and lodged in jail so that the law can take hold on him. He is about 5 feet 7 or 8 inches high, with a dark skin and thin visage, with his front upper teeth out.

JOSEPH PACK.

Fulton, Aug. 6th, 1830. 31st

The subscriber would respectfully solicit the Editors of papers in this part of the State to take some notice of the description of the thief, since they will confer an obligation upon the community at large.

#### HEAD-QUARTERS,

Salisbury, 27th July, 1830.

THE Officers and non-commissioned Officers of the 63d Regt. Royal Militia will appear in the town of Salisbury on Thursday 30th day of September next at 10 o'clock, with muskets for drill and on Friday the 1st October they will appear at the same place with their companies ready to march to the field at 10 o'clock for Review and Inspection.

By order of EDWD. YARBOROUGH, Col. Comd.

JOHN V. MCORRICK, Adj.

#### HEAD-QUARTERS,

Salisbury, July 27th, 1830.

THE Regiments composing the 7th Brigade of Militia will parade for review and inspection at the following times and places, the 63d or 1st Essex Regiment will parade in the Town of Salisbury on Friday the 1st October, the 64th or 2nd Essex Regiment at Mocksville on Friday the 8th October, the 52d Regiment in the Town of Statesville on Monday the 4th October, the 92d Regiment at Azel Sharps on Wednesday the 9th October, the 88th Regiment at George Eilers on Monday the 18th October, the 87th at Heddersicks on Wednesday the 20th October.

By order of Brigd. Gen. Wm. H. KERR.

JAMES F. KERR, Adj. Genl.

#### SPEECH OF MR. MURPHY, Against the Prohibitory System.

(Continued.)

I think, Mr. CHAIRMAN, I have by this time satisfied the committee, that I have not exaggerated the burthens of the Southern planters in stating that a duty of 40 per cent. upon the amount of their exports, may be taken as the measure of those burthens. I have not the slightest doubt that I have greatly under-estimated those burthens, looking to the operation of your impost duties in the double aspect of a system of revenue, and a system of protection. Having now Sir, made out the case of the Southern planters—having demonstrated the grossly unequal and oppressive operation of your whole Tariff system, upon the productions of their lawful industry, I will now proceed to the consideration of the principal ground upon which the advocates of this system have attempted to rest it, as a measure of justice

and expediency. It is almost universally conceded by all the supporters of the protecting policy, from Alexander Hamilton down, that if all other nations would throw off the restrictions they have imposed upon commerce, it would be wise in the United States to pursue the same policy. But it is contended, that as long as other nations continue to impose restrictions upon the free importation of our productions, it is expedient and necessary, that we should countervail their regulations by imposing similar restrictions upon their productions. Now, Sir, if I am not greatly deceived in the view I have taken of the matter, this is the capital error which lies at the foundation of the whole protecting system. And nothing will, perhaps, tend more clearly to expose the true genius and character of that system, than a brief examination and exposure of this error. I waive for the present, as belonging to another branch of inquiry, the policy of countervailing regulations, calculated and designed to induce other nations to abandon their restrictions.—No one pretends that ours are of that character, either as to their design or tendency. As a mere question of political economy, then I maintain that the restrictions which foreign nations impose upon the importation of any production of ours, in pursuing their establishing policy, furnishes not the slightest ground, upon the score of interest or expediency, for imposing similar restrictions upon any of the productions of those foreign nations. I will illustrate my view by considering the operation of the British corn laws, upon the commerce of the United States. Let it, then, be granted, that Great Britain has absolutely prohibited the importation of foreign grain. No one pretends that she has not an undoubted right, under the law of nations, to do so. We have no just cause to complain of it. Indeed, her policy in this respect, is not only imitated, but applauded by the advocates of the restrictive system here. Then, Sir, the exclusion of our grain from Great Britain, is simply a fact to be considered by this government, without any regard to the causes that have produced it. It is precisely the same thing to the grain growers of this country, as if the increased fertility of Great Britain, resulting from a newly discovered manure, had enabled the farmers of that country to produce Grain as cheaply as it can be produced in Kentucky or Ohio. There could be no more effectual exclusion of our grain than would result from this. And yet I can hardly suppose there is a man in the world, who would be so absurd as to contend, that these agricultural improvements in Great Britain would furnish any considerable ground for excluding her manufactures; or, in other words, for prohibiting the free exchange of those of our productions, which she might still require, for such of her own as she could most advantageously give us for them. Now, it seems impossible for human ingenuity to draw any substantial discrimination between the case I have supposed, and that of the British corn laws. In both instances, we lose a market for our grain in the one from natural, and in the other, from artificial causes; and the question which arises upon this state of facts, is simply this; would it be wise in us to deprive ourselves of our remaining commerce with Great Britain, because circumstances beyond our control, have deprived us of it? The value of what remains, and the importance of preserving it, are certainly not diminished by what we have unavoidably lost. On the contrary, the inducements to preserve and extend it are rather increased than diminished; and if a common interest pervaded the whole Union, a doubt would not be entertained on the subject. To exemplify this, Sir, I will suppose the whole United States to be the property of a single individual. Would the owner of this vast estate be guilty of the consummate folly of refusing to carry on a free and unrestricted trade in cotton, tobacco and rice, because his customer either would not purchase, or could not purchase, his grain also? Such absolute fatuity cannot be ascribed to any individual, having the common use of his faculties. And yet, Sir, such is the wisdom that governs the affairs of nations, that this government is now actually exhibiting the very infatuation which cannot be imputed to any individual, however ignorant and stupid.

(To be continued.)