

arrive at Hillsboro' by 7 a m, and at  
Rutherfordton same day by 4 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 Pleas-  
ant Garden, Old Fort, and Swannano,  
to Asheville, 60 miles and back, once  
a week in stages.  
Leave Morgantown every Saturday  
at 3 a m, arrive at Asheville same day  
by 6 p m.  
Leave Asheville every Sunday at 5  
a m, arrive at Morgantown same day  
by 10 p m.  
2155 From Morgantown by Beard's  
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 Alex-  
andria, Hickory Grove, Mount  
Mourne, Statesville, Mount Pleasant,  
Stoney Point, and Bogles, to Wilkes-  
boro', 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.  
Leave Wilkesboro' every Thursday at  
3 a m, arrive at Charlotte every Fri-  
day by 11 a m.  
2157 From Chapel Hill, by Clover  
Garden, Newlin's, Long's Mills, Troy's  
Store, New Salem, New Market,  
Hunt's Store, and Brumms to Lex-  
ington. 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 Asheville, by Mill Run,  
Claytonville, Cathey's Creek, Cox-  
away, S. C. Keowee, and Pickens c. h.  
to Pendleton, 92 miles and back, once  
in two weeks.  
Leave Asheville every other Monday  
at 6 a m, arrive at Pendleton the next  
Wednesday by noon.  
Leave Pendleton every other Thurs-  
day at noon, arrive at Asheville the  
next Saturday by 6 p m.  
2159 From Asheville by Turkey  
Creek, Haywood c. h. or Waynesville,  
and Franklyn to Clayton, Ga., 98  
miles and back, once a week.  
Leave Asheville every Monday at 6  
a m, arrive at Clayton every Wednes-  
day by 6 p m.  
Leave Clayton every Friday at 6 a  
m, arrive at Asheville every Sunday  
by 4 p m.  
2160 From Chapel Hill, by Pitts-  
boro', Haywood, and Reid's Store, to  
Fayetteville, thence by Northington'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, Bar-  
kersville, Greenesville, and Ivy, to  
Asheville, 91 miles and back, once a  
week.  
Leave Morgantown every Saturday  
at 4 a m, arrive at Asheville every Sun-  
day by 8 p m.  
Leave Asheville every Monday at 4  
a m, arrive at Morgantown every  
Tuesday by 8 p m.  
2162 From Statesville by Thomas  
Berry, 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 Mon-  
day 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, Ty-  
son'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 Westworth, by Trou-  
blesome Iron Works, Martinsville,  
Greensboro', Centre, Mendenhall's  
Mills, and Gardner's Store, to Ashbo-  
ro', 54 miles and back, twice a week.  
Leave Westworth every Thursday  
and Sunday at 3 p m, arrive at Ash-  
boro' every Friday and Monday by 6  
p m.  
Leave Ashboro' every Wednesday  
and Saturday at 10 a m, arrive at  
Westworth every Thursday and Sun-  
day by 12 noon.  
2165 From Fayetteville, by Packet  
Office, Carriage, Mechanics Hill, Cal-  
edonia, 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  
Glad, Butler's Mills, Lawrenceville,  
Morgan's Store, and Chisholm's Store,  
to Salisbury, 129 miles and back,  
once a week.  
Leave Fayetteville every Friday at  
6 a m, arrive at Salisbury every Mon-  
day 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 Sneelsboro', N.  
C. Morven, Sugar's Store, Wadesboro', Beard'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 Thurs-  
day by 11 a m.  
Leave Salisbury every Thursday and Friday at  
4 a m, arrive at Cheraw every Wednesday and  
Saturday by 11 a m.  
2168 From Rockingham to Cheraw, S. C. 22  
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 Lumberton by Philadelphia,  
Montpelier, Balyar, Gosper Hill, Stewartville,  
Queensdale, and Alfordville to Lumberton,  
equal to 43 miles and back, once a week.  
Leave Lumberton every Monday at 5 a m, ar-  
rive at Stewartville every Tuesday by 9 a m,  
and at Lumberton the same by 7 p m.  
2170 From Warrenton by Rossom's Bridge,  
Belford, and Hillsboro' to Nashville, 44 miles  
and back, once a week.  
Leave Warrenton every Tuesday at 10 a m,  
arrive at Nashville every Wednesday at 10 a m.  
Leave Nashville every Wednesday at 2 p m,  
arrive at Warrenton every Thursday by 2 p m.  
2171 From Halifax by Dawson's, Woods  
Scotland Neck, Palmyra, and Clark's Store, to  
Hamilton, 42 miles and back, once a week.  
Leave Halifax every Thursday at 5 a m, ar-  
rive 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, Ham-  
ilton, 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, ar-  
rive at Columbia every Saturday by 6 p m.  
Leave Columbia every Monday at 5 a m, ar-  
rive at Plymouth same day by 8 p m, at Ham-  
ilton every Tuesday by 6 p m, and at Tarboro'  
every Wednesday by 5 p m.  
2173 From Washington by Bath, Pantego,  
Log House Landing, Germaniaown, Swindall,  
and Lake Landing to Middletown, 84 miles and  
back, once a week.  
Leave Washington every Friday at 5 a m, ar-  
rive at Middletown every Saturday by 8 p m.  
Leave Middletown every Wednesday at 5 a m,  
arrive at Washington every Thursday by 8 p m.  
2174 From Raleigh by Smithfield, Waynes-  
boro' Spring Bank, Kinston, Cox's Bridge and  
Cove Creek to Newbern, 120 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 Elizabethtown,  
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, Wednes-  
day, and Friday at 1 p m, arrive at Fayetteville  
next days by 5 p m.  
2176 From Newbern by Trent Bridge, Cross  
Roads, Swansboro', French Mills, and Oaslow c.  
h. to Wilmington, 120 miles, once a week and  
back, in 2 horse stages.  
Leave Newbern every Monday at 5 a m, ar-  
rive 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 Smith-  
ville, 29 miles and back, twice a week in 2 horse  
stages.  
Leave Wilmington every Sunday and Wednes-  
day at 1 p m, arrive at Smithville same days  
by 8 p m.  
Leave Smithville every Sunday and Wednes-  
day at 4 a m, arrive at Wilmington same days  
by 11 a m.  
2178 From Wilmington by Bottie'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., Wrightsville, Kenansville, 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, ar-  
rive at Fayetteville every Wednesday by 6 p m.

2180 From Kenansville by Rockfish to Wil-  
mington, 55 miles and back, once a week.  
Leave Kenansville 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 Kenansville every Friday by 10 a m.  
2181 From Oaslow c. h. to Richlands, 15 miles  
and back once a week.  
Leave Oaslow 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, ar-  
rive at Oaslow c. h. by 11 a m.  
2182 From Newbern by Bordenville to  
Beaufort, 46 miles and back, once a week.  
Leave Newbern every Thursday at 3 a m, ar-  
rive at Beaufort same day by 7 p m.  
Leave Beaufort every Wednesday at 6 a m,  
arrive at Newbern same day by 7 p m.  
2183 From Smithfield by Whitley's to Stan-  
tonburg, 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 ad-  
vertisement 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. Propositions 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."
10. 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.
11. 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.
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 proposals 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. 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 15th day of October next.

WILLIAM T. BARRY,  
Postmaster General.

FOREIGN NEWS.

LATE AND IMPORTANT FROM FRANCE.  
By the arrival yesterday morning of the last sailing ship, *Concord*, from Havre, whence she sailed on 11th August, we are indebted to our friend Capt. Alexander Britton, for a regular file of Paris papers from 4th to 10th August inclusive. Peace and tranquility is restored throughout the French empire, and on the 7th August the Duke of Orleans was called to the throne of France, by the voice of the people, expressed through their representatives, under the title of Louis Philippe; and the Duc de Nemours, his eldest son, styled Prince Royal. On this subject *Galignani's Messenger* of the 8th August remarks:  
"May his Majesty's reign be happy, as his commencement is auspicious! Such was the brilliant termination of the glorious struggle of the 27th, 28th and 29th of July. Days forever dear to liberty and to France—forever to be recorded as the brightest in her history, when the heroic magnanimity of the citizens of Paris, overthrew a cruel and oppressive despotism, only to establish a Constitutional Monarchy, raised upon the surest of all foundations, the affections of a brave and devoted people. By our report of the proceedings in the Chamber of Deputies, our readers will perceive that in assuming the Crown of France, his Majesty, while his own sovereign privileges are secured, guarantees the rights of his subjects, which are placed under the sacred protection of the laws, and that that first of blessings, liberty, civil and religious, beneficentward is the privilege of all who dwell within the French dominions. In fine, France under the sway of the liberal and enlightened Prince, she has chosen, will at length enjoy a congenial government worthy of its character, its virtue, its renown. Recent events, which have raised the name of the country, even to a higher pinnacle of glory than it had ever before attained, seem to have added immense strength to the bonds of amity, in which France and England have for fifteen years been united. The intelligence has diffused a joy throughout Great Britain as general as it is enthusiastic, and in the generous sympathy of our English brethren for the sufferers in the great cause of the nation, which is displaying itself in a magnificent subscription, we may anticipate their feeling at the happy consummation, which has closed a few days of revolution with the establishment of institutions permanent and liberal as their own."  
The Ex-King Charles X. is about to leave a kingdom over which he has tyrannized too long; for that purpose he has chartered the ships *Charles Carroll*, Captain Clarke, and *Great Britain*, Captain French, (both of New York). They proceeded from Havre to Charleston, where they arrived on 7th August. The destination of the King is unknown—one report says, he will come to the United States, another that he will proceed to Rome, while a third asserts he will sail for Scotland. It is reported that Charles has demanded an annual allowance of 4,000,000 francs—that 1,000,000 in gold be immediately placed at his disposal—and permission to take with him whomsoever he pleases.  
We understand that the Great Britain is chartered at the rate of 30,000 francs for the first month, and 20,000 for each

subsequent, and the *Charles Carroll* at the same rate.  
All the Peerages, and other titles, granted by Charles had been annulled. A new and more liberal charter has been given to the French people; their magnanimity in the three memorable days, the 27th, 28th and 29th of July, entitled them to the blessings of civil and religious liberty. The great events achieved in those days, has shed a halo around the name of France, that never shall be forgotten—it has embossed their escutcheon with imperishable glory.  
The Ex-Minister, who countersigned the ordinance of 26th July, were in the sitting of the Chamber of Deputies, accused of high treason by *Eusebe Saurin*, which was received with acclamation from all parts of the Chamber; the further discussion of the subject was postponed for one week. The *Gazette de France* states that M. Guérinon Bessilla had been arrested at Tours, where Payronnet and Charleux had been previously arrested. Cavelier, and de Moncel were in the suite of Charles X. Harvez and Palligant were said to have gone abroad; the first had arrived in England and the latter had passed into Belgium, no doubt to embark at Ostend.  
The *Courier Francais* says that the new King of France has already demanded of the King of England, the ashes of Napoleon from St. Helena to be deposited in the column of the Place Vendôme.  
M. de Conelles moved that every Member should sign the Proclamation addressed to the Duke of Orleans in order that there should not be in the Chamber any secret or avowed enemy.  
M. Barre moved that this motion should be referred to the Bureau.  
M. Barre then rose to make a motion.—(Profaned silence)—He said—A solemn vow united the people of France to their Monarchy; this was justly broken—understand—the violation of the contract has no longer any right to claim its execution. Charles X. and his son pretend in vain to transmit a power, they themselves no longer hold. That power has been dissolved in the blood of several thousands of victims. The act of Abdication that has been communicated to us, is but a new act of perfidy—the semblance of legality with which it is clothed is but a deception. It is a brand of discord attempted to be cast amongst us. The real enemies of our country—those who by their flattery, have urged the late government to its ruin, continue to act with every side; they clothe themselves with every colour—they proclaim every opinion. Users Royalists present themselves under the cloak of Republican Republicans, while the avowed enemies of the Conqueror of Europe, a hypocritical attachment, which would change into hatred, if it were possible, it could be a question of raising him to be the Chief of France. The unavoidable instability of the present government encourages instigators of discord. Let us never put an end to it. A supreme law, that of necessity, has placed arms in the hands of the citizens of Paris, in order to resist oppression, and has made us adopt our temporary Chief, and only means of salvation, a Prince, who is a sincere friend to our Constitutional Institutions. The same law directs us to adopt, without delay, a permanent Chief. At the same time, however, implicit may be the confidence with which this Chief inspires us, the rights we are bound to defend, require that we should fix the conditions upon which he is to obtain power. Some faults, and repeatedly deceived, we are warranted in stipulating the strictest conditions. Our institutions are incomplete; they are vicious in many points; it is our duty to extend and purify them. The Prince now at our head, has already done more than we required of him; the fundamental principles of our rights have been already propounded by the Chamber, and acknowledged by him; other principles and other laws are equally indispensable, and will be equally admitted. We are the chosen of the people; to us they have confided their interests and their wants. Their first want—their dearest interest—is liberty and repose. They have themselves, won their liberty from the hand of tyranny by force of arms; it is for us to secure their repose by giving them a just and stable government. Vainly will it be contended, that by acting thus we overstep our authority. I will, however, at once destroy this objection, if it be made, by referring again to that law I have already invoked—imperious, invincible necessity. In this state of things, taking into consideration the grave and urgent circumstances in which the country is placed, the indispensable need of being relieved from a dangerous situation, and the universal hopes and wishes of all France to arrive at the completion of our Institutions, I have the honor to propose to you the following resolutions:  
"The Chamber of Deputies, taking into consideration, in the public interest, the imperious necessity resulting from the events of the 26, 27, 28, and 29, of July last, and the following days, and the general situation of France—  
Declares, that the Throne is vacant, and that it is indispensably necessary to make provision accordingly."