

The Cross (X) Mark is to remind you that your subscription is about expiring. Let all renew promptly.

Judicial Tenure of Office.

We notice that some of the papers of the country are discussing the propriety of so amending the Constitution of the United States as to provide for the appointment of judges for a term of years, instead of allowing a life tenure.

We most heartily concur in the proposal. We have always thought that the appointment of judges for life was in direct opposition to our republican form of government.

It is not contended that any considerable number of the people of North Carolina would agree to return to the system that once prevailed in this State in relation to judicial tenure of office, and it is known, that in any State where the people have been allowed a voice in the matter they have elected to choose their judges for a specified time.

We do not see why the operations of our federal system should not be in accord with the several States in this respect. This matter of holding office for life should not be allowed in a free Republic.

Although we are willing to admit that many men who have been appointed for life make most excellent and most upright judges, yet, in some instances, the people have been forced to submit to the whims, caprices and childish imbecility of superannuated old fossils without the least chance of being rid of them except through death.

Some of these instances have existed in North Carolina to an almost insufferable extent. It need not be urged that any provision allowing superannuated judges to retire when their physical or mental inability requires it will remedy the evil.

Judges, like other men, have all the vanity incident to human nature, and they are not disposed to acknowledge any deficiency either of their physical or mental qualifications. What the people would declare plain cases of incompetency would be totally imperceptible to them.

We hope that Congress will endeavor to perfect our republican system of government by proposing an amendment to the Constitution looking to a remedy of the evil. We are confident that the required number of States would ratify it without much hesitation.

By reference to our latest news columns it will be seen that Senator Merrimon, of this State, has introduced a bill to repeal all statutes which forbid the payment of pensions to such persons as may have been instrumental in bringing on the late rebellion or participated in the same, and also to repeal all laws which prevent the payment of claims held by such persons contracted prior to April 13, 1861.

This, we presume, is the initiatory step towards paying for lost slaves, or perhaps it is intended to compensate the faithful for all losses incurred on account of their not being able to carry their "niggers into the territories." If Merrimon had exercised the same zeal in trying to save the Homesteads of the poor people of North Carolina as he is now in trying to reimburse wealthy traitors, perhaps his senatorial services would be more highly appreciated.

We committed an error in our last issue in classing Kerr, the newly elected Speaker of the House of Representatives, as a war Democrat. He is reported to have been a copperhead of the deepest dye. Thus it is, that the Northern Democracy are again pandering to the old slave power of the South. We may soon expect to hear of many ex-Confederate officers hanging around Washington to gather up what little pay the House may have to bestow.

We should not be much surprised to hear that the doorkeepers, pages, &c., had been ordered to prepare themselves with uniforms of Confederate gray. How humiliating to this great nation is the political complexion of the National House of Representatives.

What men want is not talent, it is purpose; in other words, not the power to achieve, but the will to labor.—Bulwer.

N. C. Railroad.

Col. A. S. Buford, President of the Richmond and Danville Railroad, at a late meeting of the stockholders in Richmond, Va., submitted a full report of the operations of the company. We extract the following in relation to the N. C. Division:

"The rolling stock has since been changed at the company's shops, and the whole line is now placed in the best possible relations, so far as facilities for prompt and economical transportation are concerned, not only with the main line of this company between Greensboro and Richmond, but also with the extensive and divergent system of railroads now in operation from Charlotte, south and southwest, to and through the entire limits of the States in that portion of the Union. The aggregate cost of these changes amounts to about the sum of \$50,769.44.

The accompanying reports show in full detail the operations for one year of this division of the company's property:

It will be seen that the earnings of this division for the year as reported are \$593,429.68. The working expenses for the same period are 409,756.08. Decrease of net earnings for the year, 183,673.60.

Several causes have concurred to produce this considerable decrease of net income. The short crops of 1874 suffered by that State as well as this, inducing a diminished local travel, and a contracted prosecution of various branches of industry, has shown here also its inevitable depressing influence on the interests of transportation. The completion and opening of the Carolina Central railway to Charlotte early in the present year has created a new competition for the business of that place and its vicinity and connections, with a consequent diversion of a portion of the traffic emanating or controlled from that point; the results of which have been aggravated most unwisely and injuriously to all interests concerned, by a systematic cutting of rates, often to a standard wholly unremunerative to the carrier.

It is hoped that with the usual production and trade of the country, and the adoption of a more prudent and conservative policy by the different competitors for the business of Charlotte and the country south of it (which has already been inaugurated) the revenues of this division will be fully restored and maintained at a standard sufficient to meet all the obligations of the company on account of the lease, without aid from other sources."

What a Crew!

The late Convention was called without the consent of the people. Not only this, but the vote on the election of delegates proved that the people were largely opposed to it. It would seem, therefore, that if the Democratic party were really desirous of carrying out the wishes of the voters of the State the Convention would have adjourned without action. In order, however, to soften the feeling which naturally prevails against them they proposed and passed an amendment prohibiting the call of a Convention in the future without first submitting the question to the people. This was done in order to bolster up the other infamous propositions which are to be voted upon next year. If they were unwilling to have a Convention against the wishes of the people why did they not say so before? This new dodge will hardly hold water.

Joe Davis, the Democratic member of Congress from this district, has been heard from in the shape of a bill to allow payment to traitors for claims held against the government. This is a second to the Merrimon movement, and is another effort for revenge against the government because "niggers could not be carried into the Territories." We may look out soon for a bill directly proposing pay for the "peculiar institution." This idea is a ruling one with the Democracy. How would the hard working mechanics and laboring men of this district like to be taxed to pay for the lost slaves of Joe Davis, et id omne genus?

The proceedings of a meeting of Republicans held in Pittsboro, Chatham county, on the 4th inst., have been received, but owing to misunderstanding in relation to the call and the absence of entire unity as regards the nature of the resolutions adopted, we decline publication of the same. While we feel called upon, at all times, to aid in any manner in our power the success of the great principles of our party, we must decline to take any part in personalities.

Then I saw in my dream that it is much easier going out of our way when we are in it, than getting into it when we are out of it.—Bunyan.

"Settled Society."

In a recent article in the Raleigh News, we find the following paragraph: "We offer to the emigrant a mild and healthy climate, cheap lands, abundant facility of inter-communication, settled society, with schools and churches, and everything that would make the position of a new settler comfortable. Why will they hesitate? Why will they rush off to the bleak northwest when they would be so much better off by seeking the sunny south?" The answer is very plain: The course of just such journals as the Raleigh News, and of the bitter politicians who express the same views, turn emigrants away from the "Sunny South." This newspaper is unwilling for men to vote as they please, and boldly, with almost blasphemous language, advises social ostracism to such as choose to "vote with the niggers." We have not forgotten its infamous article published soon after the late election. If there is such a "Settled Society" in North Carolina, it is not because of the teachings of the Raleigh News. Yet in spite of its vituperation and abuse of white Republicans, the country is gradually receiving northern settlers; and the more it fills up with the liberal minded, independent men of that section, the less influence will such illiberal sheets have in the south.—Exchange.

"The Song of the Shirt."

An anecdote, which Mark Lemon loved to tell, related to the period when Tom Hood bramed a contributor to Punch. Looking over his letters one morning, he opened a letter inclosing a poem, which the writer said had been rejected by three contemporaries. If not thought available for Punch, he begged the editor, whom he knew but slightly, to consign it to the waste-paper basket, as the author was "sick of the sight of it." The poem was signed "Tom Hood," and the lines were entitled "The Song of the Shirt." The work was altogether different from anything that had ever appeared in Punch, and was considered so much out of keeping with the spirit of the periodical that at the weekly meeting its publication was opposed by several members of the staff. Mark Lemon, however, was so firmly impressed—not only with the beauty of the work, but with its suitability for the paper—that he stood by his first decision and published it. By a letter written by Tom Hood to Mark Lemon, which we have for the moment mislaid, it appears that the question of illustrating the poem was entertained and discussed. The lines, however, were published without illustration, except that humorous border of grotesque figures which made up "Punch's Procession" on the 16th of December, 1843. "The Song of the Shirt" trebled the sale of the paper, and created a profound sensation throughout Great Britain.—London Society.

Circulate our Papers.

The late President LINCOLN wisely and sentimentally described our form of government to be "of the people, for the people, and by the people." To be safe and secure, the people ought to be made intelligent, not alone in respect to education but in the principles underlying a Republican form of government. A government such as ours is always in danger from that ignorance which is not merely illiterate, but which shuts out all widening influences of active knowledge, by repressing enterprise and barring the road to liberalizing influences.

Republicans have been too indifferent in scattering abroad among the masses correct political information. It is too late to do this work after an active canvass opens. It should begin now, during the winter. People will read, will ponder, are open to conviction. The truth properly presented during the next six months will accomplish more among the honest masses than twenty times the effort after the exciting campaign opens. Then see to it that Republican newspapers are circulated as widely as possible.—Carolinian.

"The intelligent juror" made his appearance the other day in the Seaman case, and being asked if he had any conscientious scruples on the subject of capital punishment, stated that he "was sick at the time and did not read the papers." On further investigation it was found that he did not know what capital punishment was.—N. Y. Tribune.

Be not afraid of those trials which God may see fit to send upon thee. It is with the wind and the storm of tribulation that God, in the garner of the soul, separates the true wheat from the chaff. Always remember, therefore, that God comes to thee in thy sorrows as really as in thy joys. He lays low and He builds up.

"We need schools, ploughs, and cows," was the motto on the banner of the Kluwks, in a recent Agricultural Fair at Muscogee, Indian Territory. It is a suggestive text for more people than the Indians. The school, the plough, and the cow are more to a country than gold mines and bonanzas.

They say that within the last twenty-five years Mr. Chauncey Rose, of Terre Haute, Ind., has given away \$2,000,000 for charitable and educational purposes. It is to be regretted that this country hasn't a whole bouquet of such Roses.

"She can't sit down," said a female custom-house inspector at New York the other day, as she observed a lady who had just come off a Hamburg steamer, standing on the wharf. The new arrival was pretty, but she looked very weary. They took her, protesting against the outrage, into a dressing room, and penetrating the mysteries of her make-up, they discovered that from her waist down she was a solid mass of smugged hair. Luscious golden tresses twined themselves around her dainty limbs and surged up to her waist, mingling with raven locks and auburn ringlets. The officers stripped her, and she then was able to sit down. She was importing the plunder of a fashionable Broadway human hair dealer.—Courier Journal.

Whittier sent this response recently to a request for his autograph: "Our lives are albums, written through With good or ill, with false or true; And as the blessed pages turn The pages of our years, God grant they read the good with smiles, And blot the ill with tears!"

At an Iowa Sunday school the superintendent was reviewing the lesson, and was talking of the verse, "Let your loins be girded and your lights burning." He asked, the question, "Why are we commanded to gird our loins?" One little fellow sung out, "To keep your breeches up."

OFFICIAL.

UNITED STATES MAIL.

POST OFFICE DEPARTMENT, Washington, October 1, 1875. PROPOSALS will be received at the Contract Office of this Department until 3 p. m. of February 2, 1876, for conveying the mails of the United States on the routes and by the schedules of departures and arrivals herein specified, in the State of

NORTH CAROLINA, from July 1, 1876, to June 30, 1880. Decisions announced on or before March 8, 1876.

Bidders should examine carefully the laws, forms, and instructions annexed. See law requiring certified check or draft with bid exceeding \$5,000, and bond with all bids.

13096 From Norfolk (Va.), by Great Bridge, Blossom Hill, Currituck, C. H. (N. C.), Knott's Island, and Coitlock, to Poplar Branch, 75 miles and back, twice a week, by steambot.

Leave Norfolk Monday and Thursday at 6 a m; Arrive at Poplar Branch by 5 p m; Leave Poplar Branch Tuesday and Friday at 5 a m; Arrive at Norfolk by 5:30 p m. Bond required with bid, \$1,500.

13097 From Plymouth, by Sans Souci, to Windsor, 30 miles and back, three times a week, by steambot.

Leave Plymouth Monday, Wednesday, and Friday at 8 m; Arrive at Franklin Depot Tuesday, Thursday, and Saturday by 8 a m; Leave Franklin Depot Monday, Wednesday, and Friday at 9 a m, or after arrival of mail from Norfolk; Arrive at Plymouth same days by 9 p m. Bond required with bid, \$5,000.

13098 From Plymouth, by Sans Souci, to Windsor, 30 miles and back, three times a week, by steambot.

Leave Plymouth Monday, Wednesday, and Friday at 8 m; Arrive at Windsor next days by 12 m; Leave Windsor Monday, Wednesday, and Friday at 12 m; Arrive at Plymouth by 6 p m. Bond required with bid, \$1,200.

13099 From Wilmington to Smithville, 30 miles and back, three times a week, by steambot.

Leave Wilmington Monday, Wednesday, and Friday at 3 p m; Arrive at Smithville by 8 p m; Leave Smithville Tuesday, Thursday, and Saturday at 6 a m; Arrive at Wilmington by 12 m; Proposals for six-times-a-week service invited. Schedule for six-times-a-week service:

Leave Wilmington daily, except Sunday, at 3 p m; Arrive at Smithville by 8 p m; Leave Smithville daily, except Sunday, at 6 a m; Arrive at Wilmington by 12 m; Bond required with bid for six-times-a-week service, \$2,400.

13100 From Wilmington, by Nat. Moore, Brinkland, French Creek Church, Westbrook, White Hall, Little Sugar Leaf, Elizabethtown, Dawson's Landing, Tarheel,

Prospect Hall, Loveland, Cottonville, Gray's Creek and Cedar Creek, to Fayetteville, 112 miles and back, twice a week, by steambot.

Leave Wilmington Tuesday and Friday at 2 p m; Arrive at Fayetteville next days by 4 p m; Leave Fayetteville Monday and Thursday at 7 a m; Arrive at Wilmington next days by 8 a m.

Bond required with bid, \$2,300. From Wilmington, by Topsail Sound, Stump Sound, Sneed's Ferry, and Aman's Store, to Jacksonville, 64 miles and back, once a week.

Leave Wilmington Friday at 6 a m; Arrive at Jacksonville Saturday by 12 m; Leave Jacksonville Saturday by 12 m; Arrive at Wilmington Tuesday by 12 m.

Bond required with bid, \$900. From Wilmington to Town Creek, 14 miles and back, once a week.

Leave Wilmington Saturday at 7 a m; Arrive at Town Creek by 12 m; Leave Town Creek Saturday at 1 p m; Arrive at Wilmington by 6 p m.

Bond required with bid, \$200. From Wilmington, by Easy Hill and Bell Swamp, to Shallotte, 39 miles and back, once a week.

Leave Wilmington Wednesday at 6 a m; Arrive at Shallotte by 7 p m; Leave Shallotte Thursday at 6 a m; Arrive at Wilmington by 7 p m.

Bond required with bid, \$400. From Smithville, by Supply and Shallotte, to Little River (S. C.), 41 miles and back, once a week.

Leave Smithville Tuesday at 7 p m; Arrive at Little River next day by 7 p m; Leave Little River Thursday at 6 a m; Arrive at Smithville by 7 p m.

Bond required with bid, \$400. From Whitesville, by Lebanon, Sidney, Iron Hill, and Hickman, to Conwayborough (S. C.), 46 miles and back, once a week.

Leave Whitesville Tuesday at 6 a m; Arrive at Conwayborough by 7 p m; Leave Conwayborough Wednesday at 6 a m; Arrive at Whitesville by 7 p m.

Bond required with bid, \$700. From Whitesville, by Pireway Ferry, to Little River (S. C.), 41 miles and back, once a week.

Leave Whitesville Friday at 6 a m; Arrive at Little River by 8 p m; Leave Little River Saturday at 6 a m; Arrive at Whitesville by 8 p m.

Bond required with bid, \$400. From Abbottsburgh to Elizabethtown, 12 miles and back, three times a week.

Leave Abbottsburgh Monday, Wednesday, and Friday at 10 a m; Arrive at Elizabethtown by 2 p m; Leave Elizabethtown Monday, Wednesday, and Friday at 2:30 p m; Arrive at Abbottsburgh by 6:30 p m.

Bond required with bid, \$600. From Elizabethtown, by Downingville, Ammon, Arran, and Warrensville, to Clinton, 38 miles and back, once a week.

Leave Elizabethtown Friday at 6 a m; Arrive at Clinton by 6 p m; Leave Clinton Saturday at 6 a m; Arrive at Elizabethtown by 6 p m.

Bond required with bid, \$400. From Fair Bluff, by Green Sea (S. W. C.), Grantsville, Conwayborough, and Bucksville, to Port Harrelson, 52 miles and back, three times a week.

Leave Fair Bluff Monday, Wednesday, and Friday at 7 a m; Arrive at Port Harrelson by 8 p m; Leave Port Harrelson Tuesday, Thursday, and Saturday at 7 a m; Arrive at Fair Bluff by 8 p m.

Bond required with bid, \$1,400. From Burgaw Depot to Angola, 21 miles and back, once a week.

Leave Burgaw Depot Friday at 9 a m; Arrive at Angola by 4 p m; Leave Angola Friday at 4:30 p m; Arrive at Burgaw Depot next day by 5 p m.

Bond required with bid, \$200. From Magnolia, by Rockfish, Harrell's Store, Herringsville, Taylor's Bridge, and Six Runs, to Magnolia, 52 miles, equal to 25 miles and back, once a week.

Leave Magnolia Friday at 10:15 a m; Arrive at Magnolia Saturday by 7:15 p m. Bond required with bid, \$900.

13112 From Magnolia to Kenans-

ville, 7 miles and back, six times a week.

Leave Magnolia daily, except Sunday, at 10:15 a m; Arrive at Kenansville by 1 p m;

Leave Kenansville daily, except Sunday, at 7:30 a m; Arrive at Magnolia by 9:30 a m.

Bond required with bid, \$300. From Kenansville, by Hallsville, Beulaville, Haw Branch, Richlands, Gum Branch, Catharine Lake, and Tar Landing, to Jacksonville, 44 miles and back, twice a week.

Leave Kenansville Monday and Thursday at 8 a m; Arrive at Jacksonville next days by 10 a m; Leave Jacksonville Tuesday and Friday at 1 p m; Arrive at Kenansville next days by 7 p m.

Bond required with bid, \$700. From Kenansville, by Branch's Store, Outlaw's Bridge, Albertson, Resaca, Pink Hill, Buena Vista, and Sarecta, to Kenansville, 46 miles, equal to 23 miles and back, once a week.

Leave Kenansville Saturday at 9 a m; Arrive at Kenansville Sunday by 1 p m.

Bond required with bid, \$900. From Albertson to Kinston, 22 miles and back, once a week.

Leave Albertson Friday at 6 a m; Arrive at Kinston by 12 m; Leave Kinston Friday at 1 p m; Arrive at Albertson by 7 p m.

Bond required with bid, \$200. From Rocky Point, by Long Creek, Point Caswell, and Moore's Creek, to Black River Chapel, 32 miles and back, once a week.

Leave Rocky Point Friday at 7 a m; Arrive at Black River Chapel by 6 p m; Leave Black River Chapel Thursday at 7 a m; Arrive at Rocky Point by 6 p m.

Bond required with bid, \$400. From Dudley, by Jericho, to Strabane, 18 miles and back, once a week.

Leave Dudley Friday at 7 a m; Arrive at Strabane by 1 p m; Leave Strabane Friday at 2 p m; Arrive at Dudley by 8 p m.

Bond required with bid, \$200. From Dudley, by Falling Creek (N. C.), to Bentonville, 20 miles and back, once a week.

Leave Dudley Saturday at 7 a m; Arrive at Bentonville by 1 p m; Arrive at Dudley by 8 p m.

Bond required with bid, \$200. From Kinston, by Snow Hill, to Hookerton, 22 miles and back, twice a week.

Leave Kinston Tuesday and Friday at 9:30 a m; Arrive at Hookerton by 2 p m; Leave Hookerton Tuesday and Friday at 3 p m; Arrive at Kinston by 8 p m.

Bond required with bid, \$400. From Kinston, by Bell's Ferry, Johnson's Mills, and Maple Cypress, to Swift Creek Bridge, 35 miles and back, once a week.

Leave Kinston Friday at 6 a m; Arrive at Swift Creek Bridge by 6 p m; Leave Swift Creek Bridge Saturday at 6 a m; Arrive at Kinston by 6 p m.

Bond required with bid, \$400. From Kinston, by Snow Hill, to Hookerton, 22 miles and back, once a week.

Leave Kinston Friday at 6 a m; Arrive at Snow Hill by 12 m; Leave Snow Hill Friday at 1 p m; Arrive at Kinston by 4 p m.

Bond required with bid, \$100. From Snow Hill, by Marlborough and Willow Green, to Greenville, 28 miles and back, once a week.

Leave Snow Hill Wednesday at 8 a m; Arrive at Greenville by 5 p m; Leave Greenville Thursday at 8 a m; Arrive at Snow Hill by 5 p m.

Bond required with bid, \$200. From Greenville, by Pacolus and Latta's, to Washington, 25 miles and back, three times a week.

Leave Greenville Tuesday, Thursday, and Saturday at 1 p m; Arrive at Washington by 8 p m; Leave Washington Monday, Wednesday, and Friday at 5 a m; Arrive at Greenville by 12 m.

Bond required with bid, \$1,000. From Washington, by Georgetown, Bellevue, and Swift Creek Bridge, to New Bern, 36 miles and back, six times a week.

Leave Washington daily, except Sunday, at 6 a m; Arrive at New Bern by 4 p m; Leave New Bern daily, except Sunday, at 6 a m; Arrive at Washington by 4 p m.

Bond required with bid, \$2,000. From Washington, by Bath, Yeatesville, Haslin, Pantego, Leechville, Burgess, Mill, Sladesville, Swan Quarter, Rose Bay, Lake Comfort, Lake Landing, Middletown, Englehard, and Stencil House, to Fairfield, 119 miles and back, once a week.

Leave Washington Tuesday at 6 a m; Arrive at Fairfield Thursday by 12 m; Leave Fairfield Friday at 6 a m; Arrive at Washington Monday by 7 p m.

Bond required with bid, \$1,300. From Washington, by Blount's Creek, Edwards's Mills, Aurora, and South Creek, to Goose Creek Island, 50 miles and back, once a week.

Leave Washington Monday at 6 a m; Arrive at Goose Creek Island Wednesday by 4 p m; Leave Goose Creek Island Thursday at 6 a m; Arrive at Washington Saturday by 4 p m.

Concluded on Inside.

Bond required with bid, \$900. 13125 From New Bern, by Pollocksville, to Trenton, 25 miles and back, twice a week.

Leave New Bern Wednesday and Saturday at 7 a m; Arrive at Trenton by 3 p m; Leave Trenton Tuesday and Friday at 8:30 a m; Arrive at New Bern by 4:30 p m;

Bond required with bid, \$400. From Beaufort, by Mill Point and Portsmouth, to Ocracoke, 55 miles and back, once a week.

Leave Beaufort Tuesday at 10 p m; Arrive at Ocracoke Thursday by 4 p m; Leave Ocracoke Monday at 8 a m; Arrive at Beaufort next day by 4 p m.

Bond required with bid, \$500. From Ocracoke to Hatteras, 15 miles and back, once a week.

Leave Ocracoke Friday at 8 a m; Arrive at Hatteras next day by 10 a m; Leave Hatteras Saturday at 10:30 a m; Arrive at Ocracoke next day by 4 p m.

Bond required with bid, \$200. From Newport, by Sander's Store, to Peletier's Mills, 17 miles and back, once a week.

Leave Newport Saturday at 1 p m; Arrive at Peletier's Mills by 7 p m; Leave Peletier's Mills Saturday at 6 a m; Arrive at Newport by 12 m.

Bond required with bid, \$300. From Newport to Harlowe, 10 miles and back, twice a week.

Leave Newport Wednesday and Saturday at 7 a m; Arrive at Harlowe by 10 a m; Leave Harlowe Wednesday and Saturday at 11 a m; Arrive at Newport by 2 p m.

Bond required with bid, \$200. From Jacksonville, by Ward's Mill, Duck Creek, and Queen's Creek, to Swansborough, 30 miles and back, once a week.

Leave Jacksonville Tuesday at 1 p m; Arrive at Swansborough next day by 11 a m; Leave Swansborough Wednesday at 2 p m; Arrive at Jacksonville next day by 12 m.

Bond required with bid, \$500. From Pollocksville, by Maysville and Palo Alto, to Swansborough, 27 miles and back, twice a week.

Leave Pollocksville Wednesday and Saturday at 11:30 a m; Arrive at Swansborough by 8 p m; Leave Swansborough Thursday and Sunday at 8 p m; Arrive at Pollocksville by 4 p m.

Bond required with bid, \$400. From Wilson, by Farmville, to Marlborough, 22 miles and back, once a week.

Leave Wilson Friday at 2 p m; Arrive at Marlborough by 9 p m; Leave Marlborough Friday at 6 p m; Arrive at Wilson by 1 p m.

Bond required with bid, \$800. From Wilson to Speight's Bridge, 18 miles and back, once a week.

Leave Wilson Monday at 1 p m; Arrive at Speight's Bridge by 7 p m; Leave Speight's Bridge Monday at 6 a m; Arrive at Wilson by 12 m.

Bond required with bid, \$300. From Speight's Bridge to Snow Hill, 10 miles and back, once a week.

Leave Speight's Bridge Friday at 9 a m; Arrive at Snow Hill by 12 m; Leave Snow Hill Friday at 1 p m; Arrive at Speight's Bridge by 4 p m.

Bond required with bid, \$100. From Snow Hill, by Marlborough and Willow Green, to Greenville, 28 miles and back, once a week.

Leave Snow Hill Wednesday at 8 a m; Arrive at Greenville by 5 p m; Leave Greenville Thursday at 8 a m; Arrive at Snow Hill by 5 p m.

Bond required with bid, \$200. From Greenville, by Pacolus and Latta's, to Washington, 25 miles and back, three times a week.

Leave Greenville Tuesday, Thursday, and Saturday at 1 p m; Arrive at Washington by 8 p m; Leave Washington Monday, Wednesday, and Friday at 5 a m; Arrive at Greenville by 12 m.

Bond required with bid, \$1,000. From Washington, by Georgetown, Bellevue, and Swift