



There was in the City one Sosie, infamous for his insolence and villainy, who thought the perfection of Liberty was licentiousness of Speech.—PLUTARCH.

TUESDAY, JAN. 21, 1873.

LEGISLATIVE PROCEEDINGS curtail the editorial matter of the Era to-day. In the interest of poor tax-payers and impetuous newspaper establishments it is to be hoped that the Legislature will soon adjourn.

Rumored.

It is rumored that the late Grand Jury of Wake county found a true bill for murder against the management of the Penitentiary, and that the Solicitor hesitates to prosecute.

There must be some mistake, about this, for surely Solicitor Cox cannot be induced to forego his duty through fear of "injuring the party."

The rumor in regard to the finding of the Grand Jury is probably false.

The Mortgage of the Western North Carolina Railroad.

It has been charged and re-iterated that Tod R. Caldwell, when a Director of the Western North Carolina Railroad, voted to mortgage the Road.

This is absolutely false; Director Caldwell vehemently opposed and voted against the mortgage, characterizing the mortgage as the ruin of the Road.

After the mortgage had been ordered Director Caldwell offered a resolution that none of the bonds should be sold, hypothecated or parted with at a lower rate than eighty cents to the dollar.

That "Rebel" Ransom.

A good Republican brother puts in a word for Ransom in the correspondence department of the Era to-day.

It has been charged that the giving of half the back pay to Vance was the beginning of a combination between Ransom and Vance to control the Senatorships of the State between them.

This may or may not be so, but true or not, it was a very graceful act in Senator Ransom, and history will so record it.

Immediately on the election of General Ransom to the Senate, he promised this writer that he should divide with Vance the Senatorial back pay, and very much at the instance of this writer, Senator Ransom pressed the removal of Vance's disabilities last Summer, and very materially strengthened his position by securing the aid and co-operation of certain Republican Senators in Congress, through a timely suggestion.

The Republican correspondent of the Era, it seems, does not wish to have Senator Ransom unduly prejudiced by what has been said relative to the "combination," and the Era is glad to be able to say that the Democratic Senator from North Carolina has acted gracefully and well in Congress.

A Very Nice Committee Indeed.

The Special Committee investigating the affairs of the Penitentiary, that is to say, the Democratic portion thereof, is determined to whitewash the Bledsoe Board of Directors.

Many of the witnesses are employes about the Penitentiary, and President Bledsoe and Director Coffield sit daily with the sessions of the Committee to intimidate and browbeat these witnesses, who are dependent for the bread they eat upon the aforesaid Bledsoe and Coffield. It is even said that Bledsoe

conducts the examination of witnesses for the Committee.

BUT:—When certain of the tax-payers of the State employ a lawyer to go before the Committee and sit with Bledsoe and Coffield to cross-examine witnesses, the Democratic portion of the Committee vote to exclude the people's counsel, and thus overrun the Republican minority on the Committee, who are honestly striving to protect the interest of the people of the State, and vindicate the character of North Carolina from the foul blot this Bledsoe Board has put upon the State in its outrageous management of the Penitentiary.

Don't the people of North Carolina see how the old Democratic thing works?

More anon.

New Advertisements.

TO NEWSPAPER PUBLISHERS.—Printer's "sit" Wanted.

ONE OF THE BEST WORKING Printers and fastest compositors of the State wants a "sit." Has "worked about" and served as Foreman on several papers. Sober and a family man. Best of references given.

Address Letter "M.", care Editor of the Era. 132—17.

IMPORTANT LAND SALE.

The old Fair Grounds east of the city have been divided into desirable building lots, and will be offered at public auction on

Thursday, the 30th January, 1873.

Terms—One-third cash, and the remainder in six and twelve months. To those in want of building lots, or wishing to make good investments, such an opportunity will not again present itself.

Martin street, 66 feet wide, runs through the grounds east and west, while two streets run through north and south.

A plat of the grounds may be seen by calling on Mr P. A. Wiley, Treasurer of the City.

G. G. Williams, J. M. Heck, G. W. Blackburn, A. Creech, H. Mahler, S. Pullen, Selling Committee.

By order of THOS. M. HOLT, Pres't N. C. Agr'l Society. Jan 21—1w.

NOTICE!

In the matter of RUSSELL H. KINGSBURY, In Bankruptcy. Bankrupt.

Eastern District of North Carolina. This is to give Notice, That on the 20th day of January, A. D. 1873, a warrant in Bankruptcy was issued out of the District Court of the United States, for the Eastern District of North Carolina, against the estate of Russell H. Kingsbury in the county of Granville in said State of N. C., who has been adjudged a Bankrupt on his own Petition: That the Payment of Debts and the Delivery of any Property belonging to such Bankrupt to him, or for his benefit, or the assignment of his estate, is forbidden by law, and that a meeting of the Creditors of said Bankrupt to prove their debts, and to choose one of their Assignees of his estate, will be held at a Court of Bankruptcy to be held at the Registers office in Raleigh, N. C., before A. W. Shaffer, Esq., Register in Bankruptcy for said District, on the 3rd day of February, A. D. 1873, at 10 o'clock, A. M.

S. T. CARROW, U. S. Marshal. Per J. R. ONEILL, Dep. and Mes. in Bankruptcy. 132—law3w Jan 21.

NOTICE!

In the matter of NATHAN B. TOLER, Bankrupt. In Bankruptcy Eastern District of North Carolina.

This is to give Notice, That on the 1st day of January, A. D. 1873, a warrant in bankruptcy was issued out of the District Court of the United States for the Eastern District of North Carolina, against the estate of Nathan B. Toler in the county of Johnston, in said District of North Carolina, who has been adjudged a bankrupt on his own petition. That the payment of debts, and the delivery of any property belonging to such bankrupt to him, or for his benefit, or the assignment of his estate, is forbidden by law. And that a meeting of the creditors of said bankrupt, to prove their debts and to choose one or more assignees of his estate, will be held at the Registers office in Raleigh, N. C., before A. W. Shaffer, Esq., Register in bankruptcy for said District, on the 3rd day of February, at 10 o'clock, A. M.

S. T. CARROW, U. S. Marshal. Per J. R. ONEILL, Dep. and Mes. in Bankruptcy. 132—law3w Jan 21.

BRIGGS & BROTHER'S ILLUSTRATED

FOR JANUARY, 1873, NOW OUT. Issued at Quarterly. The numbers sent to any address, by mail, for 25 Cents. The richest and most instructive Illustrated and Scientific Floral Guide ever published. Those of our patrons who ordered Seeds last year and were credited with 25 cents, will receive the four Quarterly Numbers. Those who order Seeds this year will be credited with a subscription for 1873. The January number contains 40 ENGRAVINGS, Two Superior COLORED PLATES, suitable for framing, and also TINTED PLATES of our gorgeous Floral Chromes; Informative relative to Flowers, Vegetables, &c., and their cultivation, and all such matter as was formerly found in our Annual Catalogue. You will also find in this issue, before seeing BRIGGS & BROTHER'S, we challenge comparison on quality of Seed and prices and sizes of packets. Our "GARDEN ADVANCE SHEET AND PRICE LIST FOR 1873," sent free. Address, BRIGGS & BROTHER, Seedsmen and Florists, ROCHESTER, N. Y.

ARGO & HARRIS, Attorneys and Counsellors at Law, RALEIGH, N. C.

(Office on the corner of Wilmington and Hargett streets.) T. M. Argo and J. C. L. Harris having formed a partnership for the practice of law will attend promptly to any business entrusted to them. 150—17.

W. H. GREEN, Master Transportation.

Table with columns: Arrive, Leave, Stations, Arriv, Leave. Lists train schedules for various routes including Raleigh, Auburn, Clayton, Wilson's, Selma, Pine Lev, Moon Hill, Goldsboro, and Raleigh.

North Carolina Election Returns AUGUST AND NOVEMBER, 1872.

Table with columns: Counties, Votes, and Candidates (Tod R. Caldwell, A. S. Merrimon, Ullyses S. Grant, Horace Greeley). Lists election results for various counties across the state.

An Act To Change the Time for holding the Spring Term of the Superior Court of Cabarrus County.

SECTION 1. The General Assembly of North Carolina do enact: That after the first day of January, 1873, the Spring Term of the Superior Court for the County of Cabarrus shall be held on the first Monday of July of each year, and continue for two weeks unless the business be sooner disposed of.

J. L. ROBINSON, Speaker of the House. J. T. MOREHEAD, Jr., President of the Senate.

OFFICE SECRETARY OF STATE, Raleigh, Jan. 10, 1873. I hereby certify that the foregoing is a true copy of the original act on file in this office.

WM. H. HOWERTON, Secretary of State. 123—law4t Jan 10.

RICHMOND & DANVILLE R. R., NORTH CAROLINA DIVISION.

Table with columns: Arrive, Leave, Stations, Arriv, Leave. Lists train schedules for the Richmond & Danville Railroad, including stations like Raleigh, Goldsboro, and Greensboro.

UNITED STATES MAIL.

POST OFFICE DEPARTMENT. Washington, December 1, 1872. PROPOSALS will be received at the Contract Office of this Department until 3 p. m. of March 3, 1873, for conveying the mails of the United States from July 1, 1873, to June 30, 1875, in the State of NORTH CAROLINA.

Decisions announced on or before March 20, 1873. [Bidders should examine carefully the laws and instructions annexed. See forms requiring certified check or draft with bids of \$5,000 and upwards.]

NORTH CAROLINA.

5257 From Hickory Tavern, by Dudley, Shalala, Brasley Mountain, and Warrior Creek, to Wilkesboro, 45 miles and back, once a week. Leave Hickory Tavern Tuesday at 1 p. m.; Arrive at Wilkesboro Wednesday by 7 p. m.; Leave Wilkesboro Monday at 7 a. m.; Arrive at Hickory Tavern next day by 12 m.

5258 From Catawba Station, by Yount's Mills, Cline's Store, White Sulphur Springs, and Hickory Tavern, to Jefferson, 55 miles and back, once a week. Leave Catawba Station Monday at 8.30 a. m.; Arrive at Jefferson Wednesday by 7 p. m.; Leave Jefferson Thursday at 8.30 a. m.; Arrive at Catawba Station Saturday by 5 p. m.

5259 From Troy, by Macedonia, to Carthage, 33 miles and back, once a week. Leave Troy Wednesday at 6 a. m.; Arrive at Carthage by 5 p. m.; Leave Carthage Thursday at 6 a. m.; Arrive at Troy by 5 p. m.

5260 From Globe to Blowing Rock, 9 1/2 miles and back, once a week. Leave Globe Friday at 10 a. m.; Arrive at Blowing Rock by 1 p. m.; Leave Blowing Rock Wednesday at 1 p. m.; Arrive at Globe by 3 p. m.

5261 From Warm Springs to Spring Creek, 18 miles and back, once a week. Leave Warm Springs Saturday at 6 a. m.; Arrive at Spring Creek by 12 m.; Leave Spring Creek Saturday at 1 p. m.; Arrive at Warm Springs by 7 p. m.

5262 From Catawba Vale, by Crooked Creek and Stone Mountain, to Bear Wallow, 19 miles and back, once a week. Leave Catawba Vale Thursday at 7 a. m.; Arrive at Bear Wallow by 1 p. m.; Leave Bear Wallow Thursday at 1 1/2 p. m.; Arrive at Catawba Vale by 8 p. m.

5263 From Mull Store to Happy Home, 12 miles and back, once a week. Leave Mull Store Friday at 1 p. m.; Arrive at Happy Home by 5 p. m.; Leave Happy Home Friday at 8 a. m.; Arrive at Mull Store by 12 m.

5264 From Brown's Summit to Company Mills, 9 miles and back, once a week. Leave Brown's Summit Saturday at 9 a. m.; Arrive at Company Mills by 12 m.; Leave Company Mills Saturday at 1 p. m.; Arrive at Brown's Summit by 4 p. m.

5265 From Wilkesboro, by Hunting Creek, Zimmerman, Poplar Bridge and Union Grove, to Olin, 27 3/4 miles and back, once a week. Leave Wilkesboro Friday at 7 a. m.; Arrive at Olin by 4 p. m.; Leave Olin Saturday at 7 a. m.; Arrive at Wilkesboro by 4 p. m.

5266 From Onslow C. H. to Swansboro, 27 miles and back once a week. Leave Onslow C. H. Tuesday at 1 p. m.; Arrive at Swansboro by 7 p. m.; Leave Swansboro Wednesday at 8 a. m.; Arrive at Onslow C. H. by 2 p. m.

5267 From Columbia to Gum Neck, 18 miles and back, once a week. Leave Columbia Monday at 1 p. m.; Arrive at Gum Neck by 6 p. m.; Leave Gum Neck Monday at 7 a. m.; Arrive at Columbia by 12 m.

5268 From Aquone, by Copperville, Tusquitee, and Fort Heintree, to Hayesville, 18 miles and back, once a week. Leave Aquone Monday at 10 a. m.; Arrive at Hayesville by 4.30 p. m.; Leave Hayesville Monday at 5 p. m.; Arrive at Aquone by 9 a. m.

5269 From Dudley, by Jericho, to Strabane, 22 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.

5270 From Kinston, by Comfort, to Richland's, 31 miles and back, once a week. Leave Kinston Saturday at 6 a. m.; Arrive at Richland's by 8 p. m.; Leave Richland's Friday at 6 a. m.; Arrive at Kinston by 8 p. m.

5275 From Rocky Point, by Lillington, Point Caswell, and Moore's Creek, to Black River Chapel, 30 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.

5276 From Wilmington to Smithville, 30 miles and back, twice a week, by steamboat. Leave Wilmington Tuesday and Saturday at 6 a. m.; Arrive at Smithville by 7 p. m.; Leave Smithville Monday and Friday at 6 a. m.; Arrive at Wilmington by 12 m.

5277 From Lumberton, by Florioville, Lessville and Brooklin, to Fair Bluff, 25 miles and back, once a week. Leave Lumberton Friday at 7 a. m.; Arrive at Fair Bluff by 5 p. m.; Leave Fair Bluff Saturday at 7 a. m.; Arrive at Lumberton by 5 p. m.

FORM OF PROPOSAL, GUARANTEE, AND CERTIFICATE. The undersigned, of \_\_\_\_\_, whose postoffice address is \_\_\_\_\_, county of \_\_\_\_\_, State of \_\_\_\_\_, proposes to convey the mails of the United States, from July 1, 1873, to June 30, 1875, on route No. \_\_\_\_\_, between \_\_\_\_\_ and \_\_\_\_\_, under the advertisement of the Postmaster General, dated December 1, 1872, "with celerity, certainty and security" (law of June 8, 1872), for the annual sum of \_\_\_\_\_ dollars.

This proposal is made with the full knowledge of the distance of the route, the weight of the mail to be carried, and all other particulars in reference to the route and service; and, also, after a careful examination of the laws and instructions attached to advertisement of mail service; and of the provisions contained in the act of Congress of June 8, 1872.

Dated \_\_\_\_\_, Bidder. The undersigned, residing at \_\_\_\_\_, State of \_\_\_\_\_, undertake that, if the foregoing bid for carrying the mail on route No. \_\_\_\_\_, be accepted by the Postmaster General, the bidder will, prior to the 1st of June, 1873, enter into the required obligation, or contract, to perform the service proposed, with good and sufficient securities.

This we do, understanding distinctly the obligations and liabilities assumed by guarantors. Dated \_\_\_\_\_, Certificate. The undersigned, postmaster at \_\_\_\_\_, State of \_\_\_\_\_, certifies, UNDER HIS OATH OF OFFICE, that he is acquainted with the above guarantors, and knows them to be men of property, and able to make good their guarantee; and that bidder and guarantors are above the age of 21 years.

Bids of \$5,000 and upwards must be accompanied by a certified check, or draft, on some solvent national bank, equal to 5 per centum on the present annual pay on the route; or in case of new service, not less than 5 per centum of one year's pay proposed in bid.—(Section 253, Act of June 8, 1872.)

The Postmaster must not sign the certificate until the sum of the bid is inserted and the bid and guarantee signed by all the parties, and dated. OATH REQUIRED BY SECTION 246 OF AN ACT OF CONGRESS, APPROVED JUNE 8, 1872. TO BE AFFIXED TO EACH BID FOR CARRYING THE MAIL, AND TO BE TAKEN BEFORE AN OFFICER QUALIFIED TO ADMINISTER OATHS.

I, \_\_\_\_\_, of \_\_\_\_\_, bidder for conveying the mail on route No. \_\_\_\_\_, from \_\_\_\_\_, do swear that I have the ability pecuniarily to fulfill my obligation as such bidder; that the bid is made in good faith, and with the intention to enter into contract and perform the service in case said bid should be accepted; and that the signatures of the guarantors thereto are genuine, and that I believe the said guarantors to be pecuniarily responsible for and able to pay all damages the United States shall suffer by reason of my failing to perform my obligations as such bidder.

Sworn to and subscribed before me \_\_\_\_\_, for \_\_\_\_\_ of \_\_\_\_\_, this \_\_\_\_\_ day of \_\_\_\_\_, A. D. 187\_\_\_\_, and in testimony thereof I hereunto subscribe my name and affix my official seal the day and year aforesaid. [SEAL.]

NOTE.—When the oath is taken before a justice of the peace, the certificate of the clerk of a court of record should be added, under his seal of his office, that the person who administered the oath is a duly qualified justice of the peace.

INSTRUCTIONS TO BIDDERS AND POSTMASTERS. Containing also conditions to be incorporated in the contracts to the extent the Department may deem proper. 1. Seven minutes are allowed to each intermediate office, when not otherwise specified for assorting the mails.

2. On routes where the mode of conveyance admits of it, the special agents of the Post Office Department, also post office blanks, mail bags, locks and keys, are to be conveyed by the contractor. 3. "Way bills" or receipts prepared by postmasters, or other agents of the Department, will accompany the mails, specifying the number and destination of the several bags to be examined by the postmasters, to insure regularity in the delivery of bags and pouches.

4. No pay will be made for trips not performed; and for each of such omissions, if the failure be occasioned by the fault of the contractor or carrier, three times the pay of the trip will be deducted. For arrivals so far behind time as to break connection with depending mails, and not suf-

ficiently excused, one-fourth of the compensation for the trip is subject to forfeiture. For repeated delinquencies of the contractor, specified, enlarged penalties, proportioned to the nature thereof, and the importance of the mail, may be made.

5. For leaving behind or throwing off the mails, or any portion of them, for the admission of passengers, or for being concerned in setting up or running an express conveying intelligence in advance of the mail, a quarter's pay may be deducted. 6. Fines will be imposed, unless the delinquency be promptly and satisfactorily explained by certificates of postmasters or the affidavits of other credible persons, for failing to arrive in contract time; for neglecting to take the mail from, or deliver it into, a post office; for suffering it to be wet, injured, destroyed, robbed or lost; and for refusing, after demand, to convey the mail as frequently as the contractor runs, or is concerned in running, a coach, car, or steamboat on a route.

7. The Postmaster General may annul the contract for repeated failures to run according to contract; for violating the post office laws, or disobeying the instructions of the Department; for refusing to discharge a carrier when required by the Department to do so; for running an express as aforesaid; or for transporting persons or packages conveying mailable matter out of the mail.

8. The Postmaster General may order an increase of service on a route by allowing therefor a pro rata increase on the contract pay. He may change schedules of departures and arrivals in all cases, and particularly to make them conform to connections with railroads, without increase of pay, provided, the running time be not diminished. The Postmaster General may also suspend or curtail the service, in whole or in part, in order to place on the route superior service, or whenever the public interests, in his judgment, shall require such discontinuance or curtailment for any other cause; he allowing as full indemnity on the amount of service dispensed with, and a pro rata compensation for the amount of service retained and collections from, or drafts on, postmasters or otherwise, after the expiration of each quarter, in November, February, May and August, provided that required evidence of service has been received.

9. Payments will be made by collections from, or drafts on, postmasters or otherwise, after the expiration of each quarter, in November, February, May and August, provided that required evidence of service has been received. 10. The distances given are believed to be substantially correct; but no increased pay will be allowed should they be greater than advertised, if the points to be supplied are correctly stated. BIDDERS MUST FORFEIT THEMSELVES ON THIS POINT, AND NOT REFUSE TO THE WEIGHT OF THE MAIL, the condition of hills, roads, streams, &c., and all toll bridges, turnpikes, plank roads, ferries, or obstructions of any kind by which extra pay may be incurred. No claim for additional pay, based on such ground, can be considered; nor for alleged mistakes or misapprehension as to the degree of service; nor for bridges destroyed, ferries discontinued, or other obstructions causing or increasing distance or expense occurring during the contract. If Offices established after this advertisement is issued, and also during the contract term, are to be visited without extra pay, if the distance be not increased.

11. Bidders are cautioned to mail their proposals in time to reach the Department by the day and hour named (8 p. m., March 3, 1873), for bids received after that time will NOT BE CONSIDERED in competition with bids, of reasonable amount, received in time. Neither can bids be received which are without the guarantee required by law, and a certificate of the sufficiency of such guarantee, and the oath of the bidder according to section 246, act of June 8, 1872.

12. Bidders should first propose for service strictly according to the advertisement, and then, if they desire awarding, for different services, and if the result be the lowest offered for the advertised service, the other propositions may be considered. 13. There should be but one route bid for in a proposal. Consolidated or combination bids, ("proposing one sum for two or more routes") cannot be considered.

14. The route, the service, the yearly pay, the name and residence of the bidder (that is, his usual post-office address), and the name of each member of a firm, where a company offers, should be distinctly stated. 15. Bidders are requested to use, as far as practicable, the printed proposals furnished by the Department, to write out in full the sum of their bids, and to retain copies of them.

Altered bids should not be submitted; nor should bids once submitted be drawn. No withdrawal of a bidder or guarantor will be allowed until the twenty-four hours previous to the time fixed for opening the proposals. Each bid must be guaranteed by two responsible persons. The bid and guarantee should be signed plainly with the full name of each person. The Postmaster General reserves the right to reject any bid which may be deemed extravagant; and also to disregard the bids of failing contractors and bidders. (Act of June 8, 1872, section 247.)

16. The bid should be sealed, super-scribed "Mail Proposals, State of North Carolina," addressed "Second Assistant Postmaster General, Contract Office," and sent by MAIL, not by an agent. Bids of \$5,000 per annum and upwards must be accompanied by a certified check or draft on some solvent national bank, equal to 5 per cent. of the amount. (See law of Congress of June 8, 1872.)

17. The contracts are to be executed and returned to the Department by or before the 1st day of June, 1873, otherwise the accepted bidder will be considered as having failed, and the Postmaster General may proceed to contract for the service with other parties, according to law. Transfers of contracts, are forbidden by law, and consequently cannot be allowed. Neither can bids, or interests in bids, be transferred or assigned to other parties. Bidders will therefore take notice that they will be expected to perform the service awarded to them through the whole contract term.

18. Section 249 of the act of June 8, 1872, provides that contracts for the transportation of the mail shall be awarded to the lowest bidder tendering sufficient guarantee for faithful performance, without other reference to the mode of such transportation than may be necessary to provide for the due celerity, certainty, and security thereof. Under this law bids that propose to transport the mails with "celerity, certainty, and security," having been decided to be the only legal bids, are construed as providing for the entire mail, however large, and whatever may be the mode of conveyance necessary to insure its "celerity, certainty and security," and no others are considered, except for steamboat routes.

19. A modification of a bid in any of its essential terms is tantamount to a new bid, and cannot be received, so as to interfere with the competition. Making a new bid, with guarantee and certificate, is the only way to modify a previous bid. 20. Postmasters are to be careful not to

certify to the sufficiency of guarantors without knowing that they are persons of sufficient responsibility. (See section 347, act of June 8, 1872.) They must not sign the certificate until the sum of the bid is inserted, and the bid and guarantee are signed by the bidder and two guarantors; a disregard of this instruction by the Postmaster will subject them to immediate removal, and to severe penalties. Postmasters are also liable to disqualification from office for acting as agents of contractors or bidders, with or without compensation, in any business, matter, or thing, relating to the mail service. They are the trusted agents of the Department, and cannot consistently act in both capacities.

21. All bidders, guarantors, and sureties are distinctly notified that on a failure to enter into or perform the contracts for the service proposed for in the accepted bids, their legal liabilities will be enforced against them. 22. Present contractors, and persons known at the Department, must, equal with others, procure guarantors and certificates of their sufficiency substantially in the forms above prescribed. The certificate of sufficiency must be signed by a postmaster.

W. O. A. J. CRESWELL, Postmaster General. RICHMOND & DANVILLE R. R., NORTH CAROLINA DIVISION. CONDENSED TIME-TABLE. In effect on and after Sunday, December 23d, 1872.

Table with columns: Stations, Mail, Express. GOING NORTH. Leave Charlotte, 7.10 p. m., 6.25 a. m. Concord, 8.21 " 7.26 " Salisbury, 9.30 " 8.34 " Lexington, 10.55 " 9.59 " High Point, 11.58 " 10.17 " Ar. at Greensboro, 12.50 a. m., 11.00 " Leave Greensboro, 1.45 " 11.10 " Co. Shops, 3.36 " 12.20 p. m. Hillsboro, 4.53 " Raleigh, 8.05 " Ar. at Goldsboro, 11.05 a. m. GOING SOUTH.

Table with columns: Stations, Mail, Express. GOING SOUTH. Leave Goldsboro, 4.00 p. m. Raleigh, 7.45 " Hillsboro, 10.21 " Co. Shops, 12.05 a. m., 2.15 p. m. Ar. at Greensboro, 1.30 " 3.30 " Leave Greensboro, 2.15 " 4.00 " High Point, 3.04 " 4.43 " Lexington, 4.02 " 5.33 " Salisbury, 4.57 " 6.22 " Concord, 6.10 " 7.28 " Ar. at Charlotte, 7.20 a. m., 8.30 p. m.

Passenger train leaving Raleigh at 7.45 p. m., connects at Greensboro with Northern bound train; making the quickest time to all Northern cities.—Price of Tickets same as via other routes. Mail trains daily, both ways, over entire length of road. Express daily between Company Shops and Charlotte (Sundays excepted).

All Passenger trains connect at Greensboro with trains to and from Richmond. Pullman Palace Cars on all night trips between Charlotte and Richmond (without change). S. E. ALLEN, Gen'l Ticket Agent. Master Transportation.

Table with columns: Stations, Mail, Express. RICHMOND & DANVILLE R. R. CONDENSED TIME-TABLE. In effect on and after Sunday, Oct. 11, 1872. GOING NORTH.

Table with columns: Stations, Mail, Express. GOING SOUTH. Leave Greensboro, 2.00 a. m., 11.10 a. m. Danville, 4.40 " 1.52 p. m. Barkville, 9.44 " 12.53 p. m. Ar. at Richmond, 12.45 p. m., 9.30 p. m.

Trains leaving Richmond at 1.50 p. m., and at 5.10 a. m., connect at Greensboro with trains on North Carolina Division, for all points South. Passengers leaving Richmond at 1.50 p. m., connect at Greensboro with train for all points East of Greensboro. Passenger train leaving Raleigh at 6.40 p. m., connects at Greensboro with Northern bound mail train, arriving in Richmond at 12.45 p. m.

JNO. R. MACMURDO, General Freight & Ticket Agent. T. M. R. TALCOTT, Engineer & General Superintendent. OFFICE PETERSBURG R. R. Co., March 27th, 1872.

ON AND AFTER MARCH 31st, the trains will run as follows: LEAVE WELDON. Express Train, 7:40 a. m. Mail Train, 8:25 p. m. ARRIVE AT PETERSBURG. Express, 10:50 a. m. Mail, 7:00 p. m. LEAVE PETERSBURG. Mail, 5:40 a. m. Express, 3:50 p. m. ARRIVE AT WELDON. Mail, 9:45 a. m. Express, 6:50 p. m. FREIGHT TRAINS. Leave Petersburg, 8:00 a. m. Leave Weldon, 5:00 a. m. Arrive at Weldon, 4:00 p. m. Arrive at Petersburg, 12:20 p. m. GASTON TRAIN. Leave Petersburg, 6:15 a. m. Leave Gaston, 11:15 p. m. Arrive at Gaston, 12:50 p. m. Arrive at Petersburg, 8:10 p. m. Freights for Gaston Branch will be received at the Petersburg depot only on MONDAYS and THURSDAYS. The depot will be closed at 5:30 p. m. No goods will be received after that hour. J. C. SPRIGG, Eng. and Gen. Manager.

BANKRUPTCY BLANKS. WE HAVE JUST PRINTED A complete set of Bankruptcy Blanks, and will keep them constantly on hand, and will fill all orders for them at \$1.50 per hundred. The following is a partial list of what we have on hand: Petition by Debtor. Schedule A.—(complete) 4 forms. B. Assignment of Bankrupt's effects. Oath of Bankrupt to be taken before discharging. These blanks are all neatly printed and ruled on first class paper. Sends orders to EDWARDS & BROUGHTON, Raleigh, N. C. Jan 11—6t.