

There was in the City one Sosis, infamon for his insolence and villainy, who thought the perfection of Liberty was licentionsness Speech .- PLUTARCH.

WEDNESDAY, JAN. 22, 1873.

THE WILMINGTON STAR thinks subject.

THE turn which discussion has taken in the North Carolina House ed. of Representatives, on the question of "usury" is a most melancholy fllustration of the sad want of legislative wisdom and practicability in the majority of the men whom our people select to make laws for the better government and progress of the State.

THE special committee appointed to white-wash Mr. President Bledsoe and his Board of Directors is progressing very healthfully. By the way, it appears that under the Bledsoe management the morals of the Penitentiary are so bad that a convict recently released and detained here as a witness has been caught in the act of stealing again.

THE MOBILE TRIBUNE hitherto a most uncompromising Democratic paper and unrelenting enemy to the Republican party has furled the Conservative banner, stacked its arms, and marched square into the ranks of the Republican party as one of the most openly and strongly declared supporters of President Grant's administration.

Southern Factories.

Who next?

The cotton mills in the Southern States now have one hundred and fifty thousand spindles in operation, and are paying from ten to twenty per cent dividends on capitals ranging from \$100,-000 to \$1,250,000.—Southern Home.

And yet we have men in our midst to discourage the erection of cotton factories on the ground that "it wont pay;" when in Georgia they pay from ten to twenty per cent on small investments, and give remunerative, pleasant and apppropriate employment to thousands of poor Southern girls who would otherwise be toiling in the fields, struggling with poverty and want; or worse.

Western North Carolina Rail Road

Attention is invited to the message of Governor Caldwell in reference to the Western North Carolina Railroad. It will be seen that the Governor

has exerted himself very faithfully to protect the interest of the State every in this line of Railroad, and having placed the matter intelligently before the Legislature and the people, discussion is now in order. Whatever phase the subject may assume, the official conduct of Governor Caldwell cannot be questioned in the matter; and while expressing the apprehension that nothing can the official conduct of Governor the apprehension that nothing can be done, and trusting that the people of the West may not be much longer deprived of a Railroad, the Era most unqualifiedly sustains

These unquestionable facts should commend this Company, above all others, to our people. Let it be borne in mind that millions of dollars received for Life premiums have been sent North since the war, which at once drains the South and enriches the plethoric capitalists of the North. If there was no other consideration, safety, followers and cheappeass being equal why the Executive in his official action in reference to the Western North Carolina Railroad.

Democratic Retrenchment and Reform.

Mr. Darden, of Perquimans, introduced a resolution in the House on Friday, the 17th inst., fixing the length of daily sessions of the House from 10 a. m. to 2 p. m., unless the advocated the passage of the resolution on the ground that frequent motions to adjourn were made, from twelve to one o'clock; yeas and nays demanded, thereby killing much time and a useless expenditure of the people's money, on motions of adjournment, before scarcely any business had been transacted. After a lenghty discussion, Mr. Darden called the previous question, and the resolution failed to pass.

This is Democratic "retrenchment and reform" with a "whoop,"

through the agency of a low price for public printing.

MR. Battle is so infinitely superior to the carpet-bag man from Buzzards' Bay, who held the office under Holden, that we feel thankful to Governor Caldwell for his appointment. If the Governor will only give protection now to the State against the sharpers, who are trying to get all her railroads for nothing, many good men will be "in full accord" with him, if not with the government .-Gen. D. H. Hill in Charlotte Southern

The above allusion to Mr. Ashley is not quite generous, under the circumstance, for General Hill is not prepared to deny that the native following inducements are offered people of the State made it impossible for Mr. Ashley to accomplish anything in the office of Superintendent of Public Instruction, whatever his efforts or merits may have been; and now that he is gone from among us let there be no further unkind allusions to him; and let his short-comings and failures be ingany one of his neighbors to subscribe, the small-pox in Boston, owing to forgotten in the general good humor its unexampled fatality, a grave and congratulations that follow the appointment of such a gentleman as Mr. Battle, with whom General Hill expresses himself so well pleas-

> Governor Caldwell is giving the very best evidence of an able and Ten patriotic Executive; and that it is his purpose to "give protection to the State" and to the people in all their interests, no one now pretends to doubt. His message in the Era to-day on the Western North Carolina Railroad is ample in this re-

the people when such positive and uncompromising political opponents and cordial haters as General ing and promoting the efficiency D. H. Hill are beginning to thank, and permanent success of the central commend and find merit in a Gov- organ at the State Capitol; for what ernor elected by the Republican

INSURANCE.

STATE INSTITUTION!

Safe, Conservative, Energetic.

THE WILMINGTON, N. C., LIFE

INSURANCE COMPANY.

ITS SUCCESS ENCOURAGING. Its Stability Assured!

OFFICERS:

DR. A. J. DEROSSET, President.
JOHN W. ATKINSON, Vice President.
F. H. CAMERON, Secretary.
DR. E. A. ANDERSON, Medical Director.

DIRECTORS:

W. Atkinson, General Insurance Agent. B. Grainger, President Bank of New . W. Kerchner, Grocer and Commission C. M. Stedman, of Wright & Stedman. T. H. McKoy, of W. A. Whitehead & Co.

A. J. DeRosset, President. H. B. Eilers, Commission Merchant. A. A. Williard, of Williard Brothers.
W. A. Cumming, of Northrop & Cumming.
G. W. Williams, of Williams & Murchison.
Eli Murray, of E. Murray & Co.
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Alex. Sprunt, British Vice Consul, of Sprunt

A Hinson.
P. Murphy, Attorney at Law.
J. D. Williams, of J. D. Williams & Co., Jas. C. McRae, Att'y at Law, Fayetteville.
I. B. Kelly, Merchant, Kenansville.
J. T. Pope, Merchant, Lumberton.

This is strictly a

HOME LIFE COMPANY.

Its Officers and Directors are citizens of the State, of high charater for business capacity, enterprise and probity. It offers

Substantial Benefit

that Northern Companies do, with the great additional consideration that the capital is kept within the State, and, therefore, helps to build up and foster Home Institutions. Another important fact to be considered s, that the Wilmington Life has thus far These unquestionable facts should com-

fairness and cheapness being equal, why North Carolinians should INSURE AT HOME, this were more than sufficient,

The Wilmington Life

has excellent special features. It places no restriction on Residence or Travel; it makes no extra charge for Female risks; and its policies are incontesta-Its business is managed economically. Its risks are taken with equal caution. Its investments are made judiciously. Its motto is:

"Economy, Promptness, Fairness." Calendar be sooner exhausted, and advocated the passage of the reso-

General Supervising Agent, or, THEO. H. HILL. Jan. 8.-daw6m.

NATIONAL HOTEL, Raleigh, N. C., TAS BEEN RE-OPENED for the

II reception of the traveling public. A. J. PARTIN, General Manager, R. L. HORTON, Office Clerk, W. H. BILLINGS, Caterer. J. T. HARRISON, in charge of Bar and

Billiard Room. Visitors may be assured that the past reputation of the "National" will be maintained without regard to expense. Omnibuses always at Depot.

W. H. BAGLEY & CO. as old brother Mauney remarked on January 1st, 1873. W. H. BAGLEY.

carrying the State Democratic THE DAILY AND WEEKLY

ERA:

\$7.00 Daily, one year, -Weekly, one year,

Every Post Master in the State is an Authorized Agent.

INDUCEMENTS -- COMMISSIONS.

In order to promote the circulation of the Daily and Weekly Era, the and commissions allowed:-

Any reliable person (known to the people of the community) procuring subscribers for The Era is entitled to 25 per cent. of all subscriptions for the Daily or Weekly to single subscribers, which amount he is authorized to deduct from the sums paid into his hands, and remitting to us the balance. Every present weekly subscriber to The Era and forwarding to us the money for the same; fifty cents for every additional subscriber to the weekly paper, and \$1.75 for every cash subscriber to the

sent to clubs of subscribers at the fol-

One copy, one year-52 issues, Five copies, one year-52 issues, Twenty " And an extra paper to each Club.
ddress WM. M. BROWN, Business Manager,

It augurs well for the State and success of the Republican party; a

North Carolina Election Returns

AUGUST AND NOVEMBER, 1872.

	-li,	l 'n	nt,	λ,	
	Tod R. Caldwell	S. Merrimon	Ulysses S. Grant,	Horace Greeley	
COUNTIES.) ja	rie	76	ire	
COUNTIES.		M	52 52	0	
	I E	v.	'ss	rac	
	Tool	4	UIS	Ho	
					5263
Alamance, Alexander,	1,015		925	850 367	
Alleghany,	184	339	142	220	
Anson,	761	1,191 752	1,017 542	976	
Ashe, Beaufort,	1,565	1,331	1,459	312 1,019	
Bertie,	1,514	949	1,517	690	1
Bladen, Brunswick,	1,448	1,208 711	1,409 857	758 490	5264
Buncombe,	1,114	1,538	970	1,109	
Burke,	683 811		565	544	
Cabarrus, Caldwell,	332		796 319	945 521	1
Camden,	554	562	545	434	
Carteret, Caswell,	739 1,456		652 1,554	744 $1,261$	
Catawba,	422	1,261	441	1,252	
Chatham, Cherokee,	1,683	1,774	1,586 372	1,300 284	
Chowan,	742	576	767	430	5265
Clay,	142 547		125	204	
Cleaveland, Columbus,	693		553 777	451 730	
Craven,	2,708	1,146	2,759	954	
Cumberland, Currituck,	1,883		1,846	1,442	
Dare,	270	232	217	144	
Davidson, Davie,	1,516 662	1,384 826	1,454 637	714 510	5266
Duplin,	1,035	1,750	1,039		
Edgecombe,	3,452	1,474	3,436	1,221	
Forsythe, Franklin,	1,115 1,560	1,033 1,475	1,100 1,543	758 1,197	
Gaston,	688	927	640	808	
Gates, Granville,	512 2,655		465 2,653	600 1,690	
Greene,	947	783	920	475	5267
Guilford, Graham,	1,831	1,849	1,736 37	1,380	0201
Halifax,	3,640	1,673	3,794	1,485	
Harnett,	695	795	669	657	
Haywood, Henderson,	420 716		341 536	668 369	
Hertford,	983	874	965	558	5268
Hyde, Iredell,	610 994		980	528 1,159	
Jackson,	166	554	138	425	
Johnston,	1,374		1,368	809	
Jones, Lenoir,	639 1,270		654 1,304	375 701	
Lincoln,	706	903	624	737	
Macon, Madison,	130 641	655 635	159 417	493 380	****
Martin,	1,048	1,035	1,291	959	5269
McDowell, Mecklenburg	519 2,261		2,181	2 202	
Mitchell,	628		468	2,202 64	2
Montgomery,	653		620	241	
Moore, Nash,	881 1,293	1,055 1,284	731 1,215	714 1,003	
NewHanover	3,614	2,261	3,445	1,877	5270
Northampton Onslow,	1,990 492	1,095 892	1,998 529	752 720	
Orange,	1,321	1,945	1,267	1,483	
Pamlico,	358 1,053		358	290 351	
Pasquotank, Perquimans,	910		1,049	397	
Person,	819		800	934	rota
Pitt, Polk,	-1,775 342	1,782 224	1,734 264	1,429	5271
Randolph,	1,389	1,364	1,291	983	
Richmond, Robeson,	1,304 1,583		1,186 1,503	730 1,051	
Rockingham	1,301	1,653	1,370	1,416	-
Rowan,	1,118 1,013		976	962	
Rutherford, Sampson,	1,464		928 1,470	399 889	-
Stanley,	366	646	383	478	
Stokes, Surry,	830 838		825 887	839 681	5272
Swain,	29		35	263	
Transylvania Tyrrell,	203 347	379 391	200	230	
Union,	631	1,022	321 451	235 008	
Wake,	3,843	3,269	3,705	2,407	E050
Warren, Washington,	2,380 917	1,107	2,455	1,008	5273
Watauga,	353	435	187	197	
Wayne, Wilkes,	1,949	1;749	1,934	1,311	San the la
Wilson,	1,294 1,152	1,034 1,319	1,178 1,124	639 1,053	
Yadkin,	866	759	817	518	11
Yancey,	382	503	307	344	
ACTION IN	98,630	96 731	6.0		5274

A. C. SANDERS & CO.,

ORN AND MEAL always on hand

Post Office Department, Washington, December 1, 1872.

on the routes and by the schedules of departures and arrivals herein specified. Decisions announced on or before March 20, 1873.

Bidders should examine carefully the forms, and instructions annexed. See

NORTH CAROLINA.

1 pm; by 7 pm; by 12 m.

Daily for a year. CLUBS .- The Weekly Era will be

lowing rates :--33 00 5259

Raleigh, N. C. We rely upon our friends everywhere to work for the paper on the above conditions, and for the interest they feel in the permanency and permanency and success to be attained and secured in no better and more certain way than by sustainwould the Republican party in North Carolina be without an organ at Raleigh?

Counties.	Tod R. Caldwel	A. S. Merrimon	Ulysses S. Gran	Horace Greeley	5263
Alamance, Alexander, Alleghany, Anson, Ashe, Beaufort, Bertie,	1,015 389 184 1,019 761 1,565 1,514	545 339 1,191 752 1,331	925 313 142 1,017 542 1,459 1,517	367 220 976 312	9209
Bladen, Brunswick, Buncombe, Burke, Cabarrus, Caldwell, Camden,	1,448 708 1,114 683 811 332 554	1,208 711 1,538 852 1,161 829 562	1,409 857 970 565 796 319 545	758 490 1,109 544 945 521 434	5264
Carteret, Caswell, Catawba, Chatham, Cherokee, Chowan, Clay, Cleaveland,	739 1,456 422 1,683 433 742 142 547	1,415 1,261	652 1,554 441 1,586 372 767 125 553	1,252 1,300 284 430 204	5265
Columbus, Craven, Cumberland, Currituck,	693 2,708 1,883 349	1,045 1,146 1,890 763	777 2,759 1,846	451 730 954 1,442	
Dare, Davidson, Davie, Duplin, Edgecombe, Forsythe, Franklin,	270 1,516 662 1,035 3,452 1,115 1,560	1,384 826 1,750 1,474	217 1,454 637 1,039 3,436 1,100 1,543	144 714 510 1,211 1,221 758 1,197	5266
Gaston, Gates, Granville, Greene, Guilford, Graham,	688 512 2,655 947 1,831	927 754 1,976 783 1,849	640 465 2,653 920 1,736 37	808 600 1,690 475 1,380 80	5267
Halifax, Harnett, Haywood, Henderson, Hertford, Hyde, Iredell,	3,640 695 420 716 983 610 994	1,673 795 749 505 874 816 1,738	3,794 669 341 536 965 420 980	1,485 657 668 369 558 528 1,159	5268
Jackson, Johnston, Jones, Lenoir, Lincoln, Macon, Madison,	166 1,374 639 1,270 706 130 641	554 1,481 559 944 903 655 635	138 1,368 654 1,304 624 159 417	425 809 375 701 737 493 380	* 9.40
Martin, McDowell, Mecklenburg Mitchell, Montgomery, Moore,	1,048 519 2,261 628 653 881	1,035 706 2,511 195 475 1,055	1,291 455 2,181 468 620 731	959 448 2,202 64 241 714	5269
Nash, New Hanover Northampton Onslow, Orange, Pamlico, Pasquotank,	1,293 3,614 1,990 492 1,321 358 1,053	1,284 2,261 1,095 892 1,945 446 657	1,215 3,445 1,998 529 1,267 358 1,049	1,003 1,877 752 720 1,483 290 351	5270
Perquimans, Person, Pitt, Polk, Randolph, Richmond,	910 819 1,775 342 1,389 1,304	642 1,101 1,782 224 1,364 1,016	892 800 1,734 264 1,291 1,186	397 934 1,429 99 983 730	5271
Robeson, Rockingham Rowan, Rutherford, Sampson, Stanley, Stokes,	1,583 1,301 1,118 1,013 1,464 366 830 838	1,631 1,653 1,655 727 1,697 646 905	1,503 1,370 976 928 1,470 383 825	1,051 1,416 962 399 889 478 839	5272
Surry, Swain,	29	989 332	887 35	681 263	

No. 2 Martin street Raleigh, Nov. 22, 1872. 61—d3m

UNITED STATES MAIL.

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,

laws requiring certified check or draft with bids of \$5,000 and upward.]

From Hickory Tavern, by Dudley Shoals, Brusley Mountain, and Warrior Creek, to Wilkesboro', 45 miles and back, once a week. Leave Hickory Tavern Tuesday at

Arrive at Wilkesboro' Wednesday Leave Wilkesboro' Monday at 7 a m; Arrive at Hickory Tavern next day

From Catawba Station, by Yount's Mills, Cline's Store, White Sulphur Springs, and Hickory Tavern, to Jefferson, 85 miles and back, once a week.

Leave Catawba Station Monday at 8.30 a m; Arrive at Jefferson Wednesday by Leave Jefferson Thursday at 8.30

Arrive at Catawba Station Saturday by 5 p m. From Troy, by Macedonia, to Car-

thage, 33 miles and back, once a 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.

From Globe to Blowing Rock, 91 miles and back, once a week. Leave Globe Friday at 10 am; Arrive at Blowing Rock by 1 p m; Leave Blowing Rock Wednesday at 1 pm; Airive at Globe by 3 p m.

From Warm Springs to Spring Creek, 18 miles and back, once a

Leave Warm Springs Saturday at 6 Arrive at Spring Creek by 12 m; Leave Spring Creek Saturday at 1

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

Arrive at Bear Wallow by 1 p m; Leave Bear Wallow Thursday at 2 Arrive at Catawba Vale by 8 p m.

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

Arrive at Mull Store by 12 m. From Brown's Summit to Company

Mills, 9 miles and back, once a Leave Brown's Summit Saturday at Arrive at Company Mills by 12 m; Leave Company Mills Saturday at 1

Arrive at Brown's Summit by 4 p 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. From Onslow C. H. to Swansboro', 27 miles and back once a week. Leave Onslow C. II. Tuesday at 1

Arrive at Swansboro' by 7 p m; Leave Swansboro' ednesday at 8 Arrive at Onslow C. H. by 2 p m. 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; Arrive at Columbia by 12 m. quitee, and Fort Heinbree, to Hayesville, 18 miles and back,

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. From Dudley, by Jericho, to Stra-bane, 22 miles and back, once a bidder.

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.

From Kinston, by Comfort, to Richweek. said. 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.

ville, Melvinville, and Warrensville, to Clinton, 36 miles and back, once a week. Leave Elizabethtown Friday at

Arrive at Clinton by 6 p m. Leave Clinton Saturday at 6 am; Arrive at Elizabethtown by 6 p m. From Enfield, by Heathsville, Brinkleyville, and Ringwood, to Enfield, equal to 16 mi'es and back, once a week.

Leave Enfield Tuesday at 6 a m; Arrive at Enfield by 6 p m. From Hookerton, by Ridge Spring, Johnson's Mills, Coxville, and Rose Hill, to Greenville, 36 miles miles and back, once a week. Leave Hookerton Saturday at 7 a m;

Arrive at Greenville by 7 p m; Leave Greenville Friday at 7 a m Arrive at Hookerton by 7 p m. twice a week. Leave Pollocksville Saturday and

urday at 4 a m;

Wednesday at 11.30 a m;

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

Leave Black River Chapel Thursday at 7 a m; Arrive at Rocky Point by 6 p m. From Wilmington to Smithville, 30

miles and back, twice a week, by steamboat Leave Wilmington Tuesday and Saturday at 3 pm; Arrive at Smithville by 7 p m; Leave Smithville Monday and Fri-

day at 6 a m; Arrive at Wilmington by 12 m. From Lumberton, by Floriesville, Leesville and Brooklin, to Fair Bluff. 25 miles and back, once a

Leave Lumberton Friday at 7 am 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.

Proposal. The undersigned postoffice address is _____, county of . State of ----, proposes to convey the 1873, to June 30, 1875, on route No. --between - and - under the addated December 1, 1872, "with celerity, | vided, the running time be not abridged. certainty and security" (law of June 8, 1872), for the annual sum of -

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 and a PRO RATA compensation for the carefut examination of the laws and in- amount of service retained and continued. structions attached to advertisement of mail service; and of the provisions congained in the act of Congress of June 8, 1872.

Dated -

Guarantee. The undersigned, residing at -State of -, undertake that, if the foregoing bid for carrying the mail on THEMSELVES ON THIS POINT, and also in referroute 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 suffi-

cient sureties. This we do, understandig distinctly the obligations and fiabilities assumed by guarantors. Dated ———

Cerlificate.

The undersigned, postmaster at --State of - certifies, under his oath or 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 eentum on the present annual pay on the route; or in case of new service, not less than 5 per eentum 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, AP- stated PROVED JUNE 8, 1872, TO BE AF-ING 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 obliga- time fixed for opening the proposals. tion as such bidder; that the bid is made Leave Gum Neck Monday at 7 a m; in good faith, and with the intention to enter into contract and perform the service From Aquone, by Copperville, Tus- in case said bill 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 249.) United States shall suffer by reason of my failing to perform my obligations as such

Sworn to and subscribed before me for the --- of --- day thereof I hereunto subscribe my name and gress of June 8, 1872.) land's, 31 miles and back, once a affix my official seal the day and year afore 17. The contracts are to be executed and

Note.-When the oath is taken before a justice of the peace, the certificate of the From Elizabethtown, by Downing- 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.

cified for assorting the mails. the Post Office Department, also post office

conveyed without extra charge. 3. "Way bills" or receipts prepared by postmasters, or other agents of the De-partment, will accompany the mails, speci- whatever may be the mode of conveyance necfying the number and destination of the essary to insure its "celerity, certainty and From Pollocksville, by Palo Alto, to several bags to be examined by the post- security," and have the preference over all Swansboro', 27 miles and back, masters, to insure regularity in the delivery others, and no others are considered, except

of bags and pouches. 4. No pay will be made for trips not performed; and for each of such omissions, if essential terms is tantamount to a new bid, Arrive at Swansboro' by 8 p m; the failure be occasioned by the fault of and cannot be received, so as to interfere the contractor or carrier, three times the with regular competition. Making a new pay of the trip will be deducted. For ar- | bid, with guarantee and certificate, is the Arrive at Pollocksville by 11.80 rivals so far behind time as to break con-a m. rivals so far behind time as to break con-nection with depending mails, and not suf-20. Postmasters are to be careful not to

ficiently excused, one-fourth of the com- certify to the sufficiency of guarantors pensation for the trip is subject to for wihout knowing that they are persons of feiture. For repeated delinquencies of the sufficient responsibility. (See section 247. kind herein specified, enlarged penalties, act of June 8, 1872.) They must not sign proportioned to the nature thereof, and the the certificate until the sum of the bid is

importance of the mail, may be made. inserted, and the bid and guarantee are the mails, or any portion of them, for the a disregard of this instruction by the Post admission of passengers, or for being con- masters will subject them to immediate me cerned in setting up or running an ex- moval, and to severe penalties.

failing to arrive in contract time; for neg- not consistently act in both capacities. into, a post office; for suffering it to be ties are distinctly notified that on a failure wet, injured, destroyed, robbed or lost; to enter into or perform the contracts for and for refusing, after demand, to convey the service proposed for in the accepted bids, the mail as frequently as the contractor their legal liabilities will be enforced against runs, or is concerned in running, a coach, them. car, or steamboat on a route.

tions of the Department; for refusing to dis- The certificate of sufficiency must be signed charge a carrier when required by the De | by a postmaster. partment 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 inmails of the United States, from July 1, crease on the contract pay. He may change schedules of departures and arrivals in all cases, and particularly to make them conform to connections with vertisement of the Postmaster General, railroads, without increase of pay, pro-The Postmaster General may also discontinue or curtail the service, in whole or in part, in order to place on the route superior service, or whenever the public in-This proposal is made with the full terests, in his judgment, shall requite such discontinuance or curtailment for any other cau e; he allowing as full indemnity to contractor one month's extra pay on the amount of service dispensed with,

9. Payments will be made by collections from, or drafts on, postmasters or otherwise, after the expiration of each quarter -say 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 INFORM ence 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 expense may be incurred. No claim for additional pay, based on such ground, can be considered; nor for alledged mistakes or misapprehension as to the degree of ser vice; nor for bridges destroyed, ferries discontinued, or other obstructions causing or increasing distance or expense occurring during the contract term. Offices established after this advertisement is issued, and also during the contract term, are to visited without extra pay, if the distance be not increased.

11 Bidders are cautioned to mail their pro-posals in time to reach the Department by the day and hour named (3 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 considered 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, SEPARATELY, for different service; and if the REGULAR bid be the lowest offered for the advertised service, the other propositions may be con-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 ronte, 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

15. Bidders are requested to use, as far FIXED TO EACH BID FOR CARRY. as practicable, the printed proposals furnished by the Department, to write out in full the snm of their bids, and to retain copies of them.

Altered bids should not be submitted; nor should bids once submitted be drawn. No withrawal of a bidder or guarantor will be allowed unless the withdrawal is received twenty-four hours previous to the

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 disre-

gard the bids of failing contractors and

bidders. (Act of June 8, 1872, section

16. The bid should be sealed, superscribed "Mail Proposals, State of North Carolina," addressed "Second Assistant Postmaster General, Conrtact Office," and sent by MAIL, not by or to an agent. Bids of \$5.000 per annum and upward must be accompanied by a certified check or draft of _____, A. D. 187—, and in testimony per cent. of the amount. (See law of Con-

> returned to the Department by or before the 1st dry of June, 1873, otherwise the accepted bidder will be considered as having failed, and the Post Master 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 con-

18. Section 249 of the act of June 8. 1872, provides that contracts for the trans portation of the mail shall be 'awarded to the lowest bidder tendering sufficient guarantees 1. Seven minutes are allowed to each intermediate office, when not otherwise spe- for faithful performance, without other reference to the mode of such transportation 2. On routes where the mode of con- than may be necessary to provide for the veyance admits of it, the special agents of 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 blanks, mail bags, locks and keys, are to be

> for steamboat routes. 19. A modification of a bid in any of its

5. For leaving behind or throwing off signed by the bidder and (two) prograntors;

press conveying intelligence in advance of Postmasters are also liable to dismissal the mail, a quarter's pay may be deducted. from office for acting as agents of contrac-6. Fines will be imposed, unless the detector tors or bidders, with or without compensalinquency be promptly and satisfactorily tion, in any business, matter, or thing, reexplained by certificates of postmasters or lating to the mail service. They are the the affidavits of other credible persons, for trusted agents of the Department, and canlecting to take the mail from, or deliver it | 21. All bidders, guarantors, and sure-

22. Present contractors, and persons 7. The Postmaster General may annul known at the Department, must, equal the contract for repeated failures to run | with of rs. procure gustanators and agreeably to contract; for violating the certifica of their sufficiency substanpost office laws, or disobeying the instructially in the forms above prescribed.

> JNO. A J. CRESWELL, Postmaster General.

DICHMOND & DANVILLE R. R. NORTH CAROLINA DIVISION.

CONDENSED TIME-TABLE In effect on and after Sunday, December GOING NORTH.

John House						
Stations.	Mail.	Expres				
Leave Charlotte, Concord, Salisbury, Lexington High Point Ar. at Greensboro	11.58 " 12.50 a. m.	6.25 a. 7.26 4 8.34 4 9.23 4 10.17 4 11.00 4				
Leave Greensboro " Co. Shops, " Hillsboro, " Raleigh,	1.45 " 3.36 " 4.53 " 8.05 "	11.10 ° 12.20 p.				

Ar. at Goldsboro, 11.05 a. m.

GOING SOUTH. Stations. Mail. Express. Leave Goldsboro, 4.00 p.m. Raleigh, 7.45 Hillsboro, 10.21 " Co. Shops, 12.05 a. m. Ar. at Greensboro 1.30 Leave Greensboro 2.15 High Point 3.04 Lexington, 4.02 " 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 .45, p. m., connects at Greensboro with Northern bound train; making the juickest time to all Northern cities,rice 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

trains between Charlotte and Richmond

S. E. ALLEN.

W. H. GREEN, Gen'l Ticket Agent, Master Transportation. DICHMOND & DANVILLE R. R.

CONDENSED TIME-TABLE. In effect on and after Sunday, Oct. 13,

(without change.)

GOING NORTH. Mail. Stations. Express. Leave Greensboro 2.00 a. m. 11.10 a. m. Danville, 4.40 " 9.44 " Burkville, 6.36 Ar. at Richmond, 12.45 p. m. 9.30 p. m. GOING SOUTH.

Mail. Express. Stations. Leave Richmond, 1.50 p. m. 5.10 a. ... Burkville, 5.12 " Danville, 10.00 " 12.57 p. m. Ar. at Greensboro 12.25 a. m. 3.30 "

Trains leaving Richmond at 1.50 p m, and at 5.10 a m. connect at Greensboro with trains on North Carolina Divison, for all points South. Passengers leaving Richmond at 1.50

for all points East of Greensboro. Passenger train leaving Raleigh at 6.40 m, connects at Greensboro with Northern bound Mail train, arriving in Richmond at 12.45 p m.

m, connect at Greensboro with train

JNO, R. MACMURDO, General Freight & Ticket Agent. T. M. R. TALCOTT, Engineer & General Superintendent. OFFICE PETERSBURG R. R. Co., March 27th, 1872. N AND AFTER MARCH 31st, the

trains will run as follows:

LEAVE WELDON. Express Train, 7:40 a m Mail Train. 3:25 p m ARRIVE AT PETERSBURG. 10:50 a m 7:00 p m LEAVE PETERSBURG. 3:50 p m Express, ARRIVE AT WELDON.

Express,

per hundred.

Leave Petersburg,

9:45 a m

6:50 p m

8:00 a m

Leave Weldon, Arrive at Weldon, 5:00 a m 4:00 p m 12:20 p m Arrive at Petersburg, GASTON TRAIN. 6:15 a m Leave Petersburg, 1:15 p m Leave Gaston,

FREIGHT TRAINS.

12:50 p m Arrive at Gaston, 8:10 p m Arrive at Petersburg. Freights for Gaston Branch will be received at the Petersburg depot only on MONDAYS and THURSDAYS. The depot will be closed at 5:00 p m No goods will be received after that J. C. SPRIGG, Eng. and Gen. Manager.

BANKRUPTCY BLANKS. THE HAVE JUST PRINTED A and will keep them constantly on hand, and will fill all orders for them at \$1.50

The following is a partial list that we have on hand: Petition by Debtor. Schedule A-(complete) 4 forms.

Assignment of Bankrupt's effects. Oath of Bankrupt to be taken before lischarge.
These blanks are all neatly printed

and ruled on first class paper. Sends orders to ROUGHTON,

EDWARDS & B Raleigh, N. C.