

THE DAILY ERA.

Official Paper of North Carolina. Official Paper of the United States.



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

WEDNESDAY, JAN. 22, 1873.

The WILMINGTON STAR thinks the small-pox in Boston, owing to its unexampled fatality, a grave subject.

The turn which discussion has taken in the North Carolina House of Representatives, on the question of "usury" is a most melancholy illustration 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 furred 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.

Who next?

Southern Factories.

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 appropriate 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 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 be done, and trusting that the people of the West may not be much longer deprived of a Railroad, the Era most unqualifiedly sustains 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 Calendar be sooner exhausted, and 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 lengthy discussion, Mr. Darden called the previous question, and the resolution failed to pass.

This is Democratic "retrenchment and reform" with a "whoop," as old brother Manney remarked on

carrying the State Democratic 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 Home.

The above allusion to Mr. Ashley is not quite generous, under the circumstance, for General Hill is not prepared to deny that the native 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 forgotten in the general good humor and congratulations that follow the appointment of such a gentleman as Mr. Battle, with whom General Hill expresses himself so well pleased.

Governor Caldwell is giving the very best evidence of an able and 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 regard.

It augurs well for the State and the people when such positive and uncompromising political opponents and cordial haters as General D. H. Hill are beginning to thank, commend and find merit in a Governor elected by the Republican party.

INSURANCE.

A STATE INSTITUTION!

Safe, Conservative, Energetic.

THE WILMINGTON, N. C., LIFE INSURANCE COMPANY.

ITS SUCCESS ENCOURAGING.

Its Stability Assured!

OFFICERS:

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

DIRECTORS:

J. W. Atkinson, General Insurance Agent. I. B. Grainger, President Bank of New Hanover. F. W. Kerchner, Grocer and Commission Merchant. C. M. Stedman, of Wright & Stedman. P. H. McCoy, of W. A. Whitehead & Co. Fayetteville. Dr. A. J. DeRosset, President. H. B. Elliott, Commission Merchant. A. A. Willard, of Willard Brothers. W. A. Cunningham, of Northrop & Cunningham. E. W. Williams, of Williams & Mercurson. Ed. Murray, of E. Murray & Co. Robt. Henning, of Dawson Teel & Henning. Alex. Sprunt, British Vice Consul, of Sprunt & Hinson. P. Murphy, Attorney at Law. J. D. Williams, of J. D. Williams & Co., Fayetteville. Jas. C. McRae, Atty at Law, Fayetteville. J. H. Bell, of Bell, Merchant, Greensville. J. T. Pope, Merchant, Lumberton.

This is strictly a HOME LIFE COMPANY.

Its Officers and Directors are citizens of the State, of high character, of business capacity, enterprise and probity. It offers every 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 is, that the Wilmington Life has thus far obtained a very much larger interest for the money invested at home, than any of the New York Companies receive for their investments, according to their sworn statements before the Commissioner of that State. 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 pluri-millionaire capitalists of the North. If there were no other consideration, safety, firmness and cheapness being equal, why North Carolinians should INSURE AT HOME, this was 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 incontestable after Five Years.

Its business is managed economically. Its risks are taken with equal caution. Its investments are made judiciously.

Its motto is: "Economy, Promptness, Fairness."

AGENTS WANTED in every County, in the State, with whom the most liberal terms will be made. Apply to

JAMES D. BROOKS, General Supervising Agent, or THEO. H. HILL, Local Agent, Raleigh, N. C. Jan. 8.—d&w.

NATIONAL HOTEL, Raleigh, N. C.

HAS BEEN RE-OPENED for the 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., F. J. HAYWOOD, M. D., W. H. BAGLEY, January 1st, 1873. 115—d&wlm

THE DAILY AND WEEKLY ERA.

Daily, one year, - \$7.00 Weekly, one year, - 2.00

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 following inducements are offered 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, whether any one of his neighbors to subscribe, 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 Daily for a year.

CLUBS.—The Weekly Era will be sent to clubs of subscribers at the following rates:— One copy, one year—52 issues, \$2.00 Five copies, one year—52 issues, 7.50 Ten " " " " " " " " 13.50 Twenty " " " " " " " " 24.00 Thirty " " " " " " " " 33.00

And an extra paper to each Club. Address W. M. BROWN, Business Manager, 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 success of the Republican party; a permanency and success to be attained and secured in no better and more certain way than by sustaining and promoting the efficiency and permanent success of the central organ at the State Capitol; for what would the Republican party in North Carolina be without an organ at Raleigh?

North Carolina Election Returns

AUGUST AND NOVEMBER, 1872.

Table with columns for Counties, Candidates (Tod R. Caldwell, A. S. Merrimon, Ulysses S. Grant, Horace Greeley), and their respective vote counts for August and November 1872.

CORN AND MEAL always on hand at A. C. SANDERS & CO., No. 2 Martin street, Raleigh, Nov. 22, 1872. 61—d&w

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.

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

NORTH CAROLINA. 5257 From Hickory Tavern, by Dudley Shoals, 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 Young'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 5 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 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, Tusculum, and Fort Heintz, 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.

5271 From Elizabethtown, by Downingville, Melvinville, and Warrenville, to Clinton, 36 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.

5272 From Enfield, by Heathsville, Brinkleyville, and Kingwood, to Enfield, equal to 16 miles and back, once a week. Leave Enfield Tuesday at 6 a. m.; Arrive at Enfield by 6 p. m.

5273 From Hookerton, by Ridge Spring, Johnson's Mills, Coville, and Rose Hill, to Greenville, 36 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.

5274 From Pollockville, by Palo Alto, to Swansboro', 27 miles and back, twice a week. Leave Pollockville Saturday and Wednesday at 11.30 a. m.; Arrive at Swansboro' by 8 p. m.; Leave Swansboro' Tuesday and Saturday at 4 a. m.; Arrive at Pollockville by 11.30 a. 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 3 p. 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, Leesville 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.

Proposal. 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. Guarantee. 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 MY 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. _____, do swear that I have the ability pecuniarily to fulfill my obligation as such bidder; and 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 the _____ 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.

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 without extra charge.

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 departing mails, and not suf-

ficiently excused, one-fourth of the compensation for the trip is subject to forfeiture. For repeated delinquencies of the kind herein 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 agreeably 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 abridged. 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 interests, in his judgment, shall require such discontinuance or curtailment for any other cause; he allowing as full indemnity to contractor one month's extra pay on the amount of service dispensed with, and a pro rata compensation for the amount of service retained and continued.

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 THEMSELVES ON THIS POINT, and also in reference 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 as valid for any mistake 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 term. 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 at a 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 of the 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 considered.

13. There should be but one route bid for in a proposal. Consolidated or combination bids, (proposing one route 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.

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

17. Each bid must be guaranteed by two responsible persons. The bid and guarantee should be signed plainly with the full name of each person.

18. 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 249.)

19. The bid should be sealed, superscribed "Mail Proposals, State of North Carolina," addressed "Second Assistant Postmaster General, Contract 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 on some solvent national bank, equal to 5 per cent. of the amount. (See law of Congress of June 8, 1872.)

20. The contracts are to be executed and returned to the Department by or before the 1st day of January, 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.

21. 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.

22. 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 guarantees 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.

23. 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 have the preference over all others, and no others are considered, except for steamboat routes.

24. 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 regular competition. Making a new bid, with guarantee and certificate, is the only way to modify a previous bid.

25. Postmasters are to be careful not to certify to the sufficiency of guarantors without knowing that they are persons of sufficient responsibility. (See section 247, 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 Postmasters will subject them to immediate removal, and to severe penalties.

26. Postmasters are also liable to dismissal from office for acting as agents of contractors or bidders, with or without compensation, in any business matter, or thing, relating to the service of the mails. They are the trusted agents of the Department, and cannot consistently act in both capacities.

27. All bidders, guarantors, and sureties are distinctly notified that on a failure to enter into or perform the contract for the service proposed for in the accepted bids, their legal liabilities will be enforced against them.

28. 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.

JNO. A. J. CRESWELL, Postmaster General. RICHMOND & DANVILLE R. R., NORTH CAROLINA DIVISION.

CONDENSED TIME-TABLE. In effect on and after Sunday, December 22d, 1872. GOING NORTH.

CONDENSED TIME-TABLE. In effect on and after Sunday, Oct. 13, 1872. GOING NORTH.

CONDENSED TIME-TABLE. In effect on and after Sunday, Oct. 13, 1872. GOING SOUTH.

CONDENSED TIME-TABLE. In effect on and after Sunday, December 22d, 1872. GOING NORTH.

CONDENSED TIME-TABLE. In effect on and after Sunday, December 22d, 1872. GOING SOUTH.

CONDENSED TIME-TABLE. In effect on and after Sunday, Oct. 13, 1872. GOING NORTH.

CONDENSED TIME-TABLE. In effect on and after Sunday, Oct. 13, 1872. GOING SOUTH.

CONDENSED TIME-TABLE. In effect on and after Sunday, Oct. 13, 1872. GOING NORTH.

CONDENSED TIME-TABLE. In effect on and after Sunday, Oct. 13, 1872. GOING SOUTH.

CONDENSED TIME-TABLE. In effect on and after Sunday, Oct. 13, 1872. GOING NORTH.

CONDENSED TIME-TABLE. In effect on and after Sunday, Oct. 13, 1872. GOING SOUTH.

CONDENSED TIME-TABLE. In effect on and after Sunday, Oct. 13, 1872. GOING NORTH.

CONDENSED TIME-TABLE. In effect on and after Sunday, Oct. 13, 1872. GOING SOUTH.

CONDENSED TIME-TABLE. In effect on and after Sunday, Oct. 13, 1872. GOING NORTH.

CONDENSED TIME-TABLE. In effect on and after Sunday, Oct. 13, 1872. GOING SOUTH.

CONDENSED TIME-TABLE. In effect on and after Sunday, Oct. 13, 1872. GOING NORTH.

CONDENSED TIME-TABLE. In effect on and after Sunday, Oct. 13, 1872. GOING SOUTH.

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