

THE DAILY ERA.

All Letters relating to Subscriptions, or Advertisements, must be addressed to W. M. BROWN, Business Manager.

Advertising Rates of The Era. DAILY RATES: No. SQUARES, 1 in. 2 in. 3 in. 4 in. 5 in. 6 in. 8 in. 10 in. 12 in. 14 in. 16 in. 18 in. 20 in. 22 in. 24 in. 26 in. 28 in. 30 in. 32 in. 34 in. 36 in. 38 in. 40 in. 42 in. 44 in. 46 in. 48 in. 50 in. 52 in. 54 in. 56 in. 58 in. 60 in. 62 in. 64 in. 66 in. 68 in. 70 in. 72 in. 74 in. 76 in. 78 in. 80 in. 82 in. 84 in. 86 in. 88 in. 90 in. 92 in. 94 in. 96 in. 98 in. 100 in.

TUESDAY, FEB. 11th, 1873.

THE WESTERN NORTH CAROLINA RAILROAD.

Views Thereon more than a Year ago.

From the Asheville Citizen, Nov. 9, 1871. Editor Asheville Citizen:—

DEAR SIR:—I have seen in your issue of last week the paragraph referring to the statement of the President of the W. N. C. R. R., that arrangements had been made with the Pennsylvania Company for the completion of this road to Paint Rock. I have heard, too, with some surprise, the comments of some of your people upon this subject. I am persuaded, however, to believe that the feeling exhibited does not spring from personal ill-will toward the parties concerned, or sectional prejudices, but from a misconception of facts and proper consideration of the condition in which this road finds itself to-day; and of the needs as well as the resources of the country through which it passes.

I believe that every man of sound judgment in your section will admit that all material advancement in civilization, wealth and general prosperity, depends, as far as you are concerned, upon railroad facilities. I believe, too, that all will admit that the State is not in a condition to aid her internal improvements. I doubt if many believe that individual contributions and county subscriptions can be obtained for the road in question.

To the objections urged against the proposed arrangement referred to, I reply, there is no good in this life unmingled with evil. If great monied corporations are to be feared for the power they wield,—the conception and perfection of thorough system, uniform gauge, rapidity and certainty of transportation, and low rates of freight and travel, are not attainable upon roads composed of a multitude of branches belonging to separate companies.

I do not pretend to know for what price it is proposed to sell the road, nor do I know the precise number of bonds that have been issued to it. It is not material for this argument. I am sure that the cash proceeds of the bonds has been less than \$2,500,000.

THE DAILY ERA.

debt, and also lose this road, she will lose what has cost her nothing. Should she not repudiate, she certainly will suffer great loss.

By whomsoever this road is finished it will doubtless be done upon its present gauge. To do so will cost as I have said, \$2,000,000. If now, a road in all respects as efficient as it would be when completed, can be built for \$3,000,000, then any party bidding for the road in its present condition would certainly not be willing to give more than \$1,000,000 for it.

Whist I believe that the advocates of the Narrow Gauge ignore the fact that roads built upon the Standard Gauge are capable of great improvement in construction and equipment. I believed that the position I have taken is tenable and the statements in the main are correct.

This is not the place to discuss the merits of the Narrow Gauge. It certainly is destined to bear an important part in the railways of the future. Against the introduction of its comparative cost and efficiency, into this argument but one objection can be made and supported, viz: the breaking of bulk at the termini—Salisbury and Paint Rock. Of course the latter point would not be selected for such a change, and the immense saving in operating expenses would enable the company to feel but slightly the inconvenience mentioned.

I think I have shown that the apprehensions of a great loss to the State by a transfer of this road are not well grounded, since this loss exists whether she sells or not. I believe it is almost universally conceded that the State is not in a condition to finish the road. If she were, it certainly would be bad policy to sell for a low price this or any property that promised in the future a revenue that might be applied as a sinking fund to her unprofitable debts.

But for the advantage gained by the possession of the French Broad route, and the prospective part it is designed to take in the great line from the Ohio and the Mississippi valleys to Charleston and the eastern shore cities, I doubt that this investment would be remunerative. This enterprise is one in which you feel more interest than in the W. N. C. R. R. The completion of the latter ensures that of the former.

In the hope of presenting what I conceive to be a rational view of this subject to the consideration of your readers who may feel an interest in it, as well as to remove what seems to me an unwarranted prejudice against the management of the road, or any one who proposes the so-called "sale of a song," I have ventured to encroach to an extent far beyond what I intended upon your time and patience.

Very respectfully yours, W. M. BROWN.

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, which amount he is authorized to deduct from the sums paid into his hands, and remitting to us the balance.

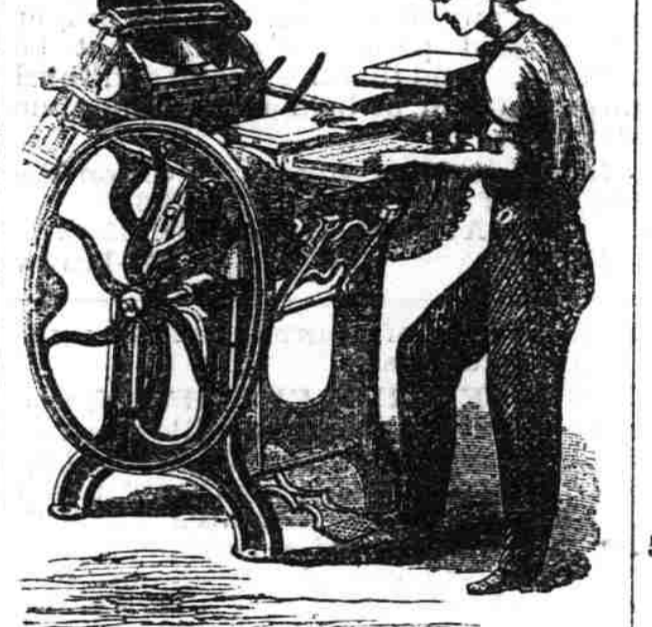
CLUBS.—The Weekly Era will be sent to clubs of subscribers at the following rates:— One copy, one year—52 issues, \$2.00 Five copies, one year—52 issues, 7 50 Ten " " " " " " " " 13 50 Twenty " " " " " " " " 24 00 Thirty " " " " " " " " 33 00

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?

JOB PRINTING, &C.

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at manufacturers prices, freight added. Orders solicited. EDWARDS & BROUGHTON, Box 178, Raleigh, N. C. Sept. 1, 1871.

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.

UNITED STATES MAIL.

Post Office Department, Washington, December 31, 1872. PROPOSALS will be received at the Contract Office of this Department until 5 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 issued. See laws requiring certified check or draft with bids of \$5,000 and upward.

NORTH CAROLINA. 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 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.

From Catawba Station, by Young's Mills, Olive'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 8 p. m.

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.

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.

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.

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.

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

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.

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. 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.

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.

From Aquone, by Copperville, Tusquitee, and Fort Leibniz, 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.

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.

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.

From Elizabethtown, by Downingville, Melvinville, and Warrensville, to Chilton, 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.

From Enfield, by Heathsville, Brinkleyville, and Ringwood, 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.

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.

From Wilmington to Smithville, 30 miles and back, twice a week, by steamboat. Leave Wilmington Tuesday and Saturday at 8 p. m.; Arrive at Smithville by 7 p. m.; Leave Smithville Monday and Friday at 6 a. m.; Arrive at Wilmington by 12 m.

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 authorization of the Postmaster General, dated December 1, 1872, "with celerity, certainty and security" (law of June 8, 1872), for the annual sum of \_\_\_\_\_ dollars.

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 sureties.

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.)

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.

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 conveyance with depending mails, and not sufficiently 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 delinquencies 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, or frequently as the contractor or carrier, or 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 may also be authorized 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 interest, in his judgment, shall require such discontinuance or curtailment, or either 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 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 THE POSTMASTER GENERAL, 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; nor for alleged mistakes or misapprehension as to the degree of service, or 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 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 by route according to the advertisement, and then, if they desire to propose 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 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, when 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 unless the withdrawal is received by the Department previous to the time fixed for opening the proposals. Each bid must be guaranteed by two responsible persons. The bid and the 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 249.) 16. The bid should be sealed, super-enclosed in the Department, 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.) 17. The contracts are to be executed and returned to the Department by or before the 1st day of June, 1873, otherwise the contract 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 guarantees for faithful performance, without other reference to the mode of such transportation than 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 have the preference over all others, 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 regular 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 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 the Postmaster will subject them to immediate removal, and to being prohibited from discharging their 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 must not 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 equate 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.

PROSPECTUS. \$5.00 per annum. To any one who will send the "SPIRIT OF THE AGE," twelve months and a pair of "RAPHAEL'S CHERUBS," said by Artists to be two of the finest pictures ever made. They are 22x28 inches and sell readily for \$1.50 anywhere. FIFTY THOUSAND COPIES SOLD IN THE NEW ENGLAND STATES. Although "Raphael's Cherubs," have been out but a very short time, fifty thousand copies have already been sold in the New England States.

The SPIRIT OF THE AGE. A FAMILY PAPER. Only Two Dollars per Annum. Published every Saturday by EDWARDS & BROUGHTON, RALEIGH, N. C.

Rev. T. H. PRITCHARD, D. D., Rev. H. T. HUDSON, Contributing Editors. We present a new candidate for public favor under the old and popular name.

THE SPIRIT OF THE AGE. We propose to make it a Literary and Family Journal, and thus to enter a field not at present occupied in North Carolina.

We have many good political papers, and a few excellent religious journals, but so far as we know, there is no paper in the State which aims especially to enter to the tastes of the

FAMILY CIRCLE. It shall be our object to maintain the high literary reputation attained by the "Spirit of the Age" and "Banner of Temperance," and to present a greater variety of interesting reading matter.

While the "Spirit of the Age" will be a Temperance Paper, and will maintain that cause with all its power, it will at the same time to promote the interests of Religion, Morality, Art, Agriculture and Mechanics.

We believe that our beloved Old Commonwealth is about to enter upon a career of great prosperity, and we desire to contribute to the welfare of our people to the full measure of our enterprise and ability. With such a future for our State, and animated by such aims and hopes we cannot but be confident that our little bark, and confidently trust that we shall be wafted by the breeze of popular favor into the haven of success.

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