Lindsey's Store, Clover Garden, Belamont, and Rock Spring, to Hillsboro' by 9 p m next day, 84 miles, and back between, 6 a m friday, and 9 p m next day.

2932 From Jamestown at 8 a m once a week, tuesday, by Westminster and Deep River, to Abbott's Creek by 11 a m, 11 miles, and back between 1 p m and 4 p m.

2933 From Franklinville at 7 a m once a week, saturday, to Troy's Store by 10 a m, 10 miles, and back between 11 p m and 2 p m

2934 From Pittsboro' at 5 a m, once a week monday, by Pedlar's Mill, Gull, Evans's Mills, Watson's Bridge, and Centerville, to Carthage by 6 p m, and back by Pharr's Mills and Prosperity, instead of Centerville, between 5 a m and 6 p m next day, equal to 49 miles and back. Proposals to supply Jenny Lind will be considered.

2935 From Pittsboro' at 6 a m, once a week, saturday, by Emerson's Tanyard, Brush Creek, Buffalo Ford, Moffit's Mills, and Gold Region, to Caledonia by 4 p m next day, 57 miles, and back between 6 a m monday and 4 p m next day

2936 From Troy at 5 p m, once a week, thursday; by Harrisville, Wind Hill, Jackson Hill, and Bringle's Ferry; to Salisbury by 6 p m next day, 30 miles; and back between saturday 5 a m and next monday 9 a m.

2937 From Swift Island at 7 a m once a week, friday; by Mount Gilead, Little Mills, Dumas's Store, Pee Dee, and Lisleville; to Wadesborough by 7 p m 37 miles; and back between 7 a m and 7 p m tuesday.

2938 From Albemarle at 8 a m once a week, monday; by Efird's Mills, Morgan's Mills and Gorman's Mills; to Clear Creek by 12 m next day; and return by Rowlandsville between 1 p m tuesday and 8 p m next day, equal to 37 miles and back.

2939 From Wadesborough at 1 p m once a week, sunday; by Lanesborough, Monroe C. H., Coburn's Store, Orrville, and Hornet's Nest; to Charlotte by 8 p m next day, 60 miles; and back between 6 a m saturday, and 12 m next day.

2940 From Wadesboro' at 6 a m once a week saturday; by Poplar Hill, White's Store, Lane's Creek, Beaver Dam, Richardson's Creek, Jenkins' Store, Gourd Vine, Hammond's Store, and Diamond Hill; to Wadesborough by 6 p m next day, equal to 31 miles and back.

2941 From Cheraw, S. C. at 4½ p m once a week, thursday; by Stewartstown, N. C., Rockingham, Dockery's Store, Covington, Powellton, McCallum's Store, and McRae's Mill; to Troy by 6 p m next day, 57 miles; and back to Rockingham by Bostick's Mills, instead of Powellton, Covington, and Dockery's Store, between 6 a m and 8 p m saturday; and to Cheraw (from Rockingham) between 8 a m and 1 p m thursday. Proposals to commence at Rockingham are invited.

2942 From Charlotte at 6 a m once a week, wednesday; by Sharon, Hemphill's Store, Providence, and Wolfsville; to Monroe C. H. by 7 p m, 36 miles; and back between 6 a m and 7 p m tuesday.

2943 From Charlotte at 8 a m three times a week, monday, wednesday and saturday; by Mount Moriah, Pleasant Valley, Belair, and Coreton's Store to Lancaster C. H. S. C., by 8 p m. Thence at 5 a m tuesday, thursday and sunday, by Pleasant Hill, Hanging Rock, and Flat Rock; to Camden, S. C. by 3 p m, 77 miles; and back to Lancaster C. H. between 8 a m and 8 p m, monday, wednesday and saturday, and to Charlotte by 6 p m next days.—Proposals to embrace Russell Place, Liberty Hill, and Red Hill, in lieu of Hanging Rock and Flat Rock, are invited. Also, proposals for semi-week'ly service.

2944 From Charlotte at 8 a m once a week, saturday; by Tuckasega and Woodlawn; to Lincolnton, by 4 p m, 33 miles; and back between 8 a m and 4 p m friday. Proposals for more frequent service will be considered.

2945 From Charlotte at 8 a m once a week, tuesday; by Martindale, Hopewell, Cowan's Ford, Rozell's Ferry, Forney's and Cottage Home; to Beattie's Ford by 6 p m, 45 miles; and back between 8 a m and 6 p m, monday. Proposals are invited to leave Charlotte on friday, go by Martindale, Hopewell, and Cowan's Ford to Beattie's Ford, and return next day by Cottage Home, Forney's, and Rozell's Ferry.

2946 From Charlotte at 6 a m once a week, tuesday; by Steele Creek, South Point, Stowesville, Erasmus, Catawba Creek, Dallas, and Nail Factory; to Lincolnton by 11 a m next day, 51 miles; and back between 1 p m wednesday 6 p m and 6 p m next day.

2947 From Charlotte at 5 a m once a week, saturday; by Alexandriana, Davidson College, Mount Mourne, and Falistown; to Statesville by 7 p m, 41 miles; and back between 5 a m and 7 p m friday.

2948 From Concord at 5 a m once a week, tuesday; by Oak Lawn, Park's Store, and Davidson College; to Mount Mourne by 12 m; and back via Mile Hill between 1 p m and 8 p m, equal to 23 miles and back. Proposals for semi weekly service are invited.

2949 From Concord at 7 a m once a week, wednesday; by Kirkland, Welch's Mills, Pioneer Mills, Morrison's Tan yard, Clear Creek, Coburn's Store, Fullwood's Store, Oakville, Monroe C. H., Walkersville, and Jacksonham, S. C., to Lancaster C. H., S. C., by 6 p m next day, 76 miles; and back between 6 a m friday and 5 p m next day.

2950 From Concord at 7 a m once a week monday; by Mt. Pleasant; to Bost's Mills by 12 m, 16 miles; and back by 6 p m, omitting Mt. Pleasant.

2951 From Beattie's Ford at 12 m once a week wednesday; by Sherrill's Ford and Laurence's Mills; to Bunker Hill by 12 m next day; and back by Laurence's Mills, Mountain Creek, and Dry Ponds, between 1 p m thursday and 12 m next day, equal to 27 miles and back.

2952 From Lincolnton at 4½ p m, once a week, saturday; by Killian's Mills, Early Grove, Newton, (C. H.,) Flint Rock and Fisher's; to Catawba View by 3 p m next day, 33 miles; and back between 7 a m and 4 p m saturday, 6 p m, 33 miles, and back between 6 a m, and 6 p m next days.

2953 From Lincolnton at 6 a m, twice a week sunday and thursday; by Seigle's Store, Jacob's Fork, and Mulligrove; to Morganton by

2954 From Lincolnton at 6 a m, twice a week Tuesday and thursday; by Dallas, Falls, Crowder's Creek and Bethel S. C., to Yorkville, S. C. by 6 p m 43 miles; and back between 6 a m and 6 p m next days. Proposals for tri-weekly service will be considered; also to extend to Chester C. H., S. C.

2955 From Shelby at 6 a m, twice a week, wednesday and saturday; by Stice's Shoal, Erwinsville, Limestone Springs, S. C., Thickety Fork, Moultrie, and Hurricane; to Spartansburg, S. C., by 7 p m 44 miles; and back between 6 a m and 7 p m next days.—Proposals for weekly service are invited; also, proposals to embrace Swangstown, [see 2956.]

2956 From Shelby at 6 a m, once a week, tuesday, by Swangstown, New House, S. C., and Antioch; to Yorkville, S. C., by 6 p m, 29 miles; and back between 6 a m and 6 p m next day. Proposals for semi weekly service are invited, also proposals to supply Clingman, and White Plains, in lieu of Swangstown, New House, and Antioch, (see Nos. 2950 2955, and 3178.

2957 From Rutherfordton at 6 a m, once a week, friday; by White Oak, Sandy Plains, Earlsville, S. C., Gowensville, Milburg Mitford, and Palona.; to Greenville C. H., S.C. by 11 a m next day, 52 miles; and back between 1 p m Saturday and 7 p m next day.

2958 From Rutherfordton, at 5 a m, once a week, thursday; by Logan's Store, Duncan's Creek, Polkville, and Garner's Ford; to Camp Call by 6 p m, 37 miles; and back between 5 a m and 6 p m next day. Proposals to extend to Shelby will be considered.

2959 From Rutherfordton at 6 a m, once a week, Tuesday; by Pinckney, Patton's Home, Golden Valley, Minersville, and Military Grove; to Marion by 11 a m next day, and back by Sugar Hill and Cedar Creek between Thursday 12 m and 6 p m next day, equal to 44 miles and back.

2960 From Shelby at 8 a m, once a week, Wednesday; by Muddy Fork and Old Fincastle; to Dallas by 7 p m, and back by King's Mountain, White Plains, and Clingman, between 6 a m and 7 p m next day, equal to 25 miles and back. Proposals to omit White Plains and Clingman are invited. (see No. 2956.)

2961 From Shelby at 6 a m, once a week, Thursday; by Birchetsville, Sandy Run, Grassy Pond, S. C., and Corohen's, to Spartanburgh C. H., S. C., by 6 p m, 40 miles, and back be ween 6 a m and 6 p m next day.

2962 From Rutherfordton at 5 a m, once a week, Tuesday; by Cooper's Gap, Mill's Gap, and Edneyville; to Hendersonville by 9 p m, 32 miles, and back be ween 5 a m and 9 p m next day. Proposals to end at Edneyville are invited; also proposals to end at Horse Creek.

2963 From Asheville at 6 a m, once a week, Friday; by Sulphur Springs, Avery's Creek, Mill River, Boilston, Claytonville, and Davidson's River; to Cathey's Creek by 6 p m, 37 miles, and back between 6 a m and 6 p m next day.

2964 From Asheville at 5 a m, twice a week, Monday and Friday; by Hommony Creek, Pigeon River, Forks of Pigeon, Waynesville, Scott's Creek, Franklin, Tennessee River, and Clayton, Ga.; to Clarkesville Ga., by 6 p m next Wednesday and Sunday, 120 miles, and back between 5 a m Monday and Tuesday, and 6 p m next Wednesday and Saturday. Proposals for extending from Franklin over No 2976 to Murphy are invited; also separate proposals for service between Franklin and Clarksville.

2965 From Asheville at 6 a m, once a week, Thursday; by Turkey Creek, Sandy Mush, Spring Creek, Fine's Creek, and Crab Tree; to Weaverville by 12 m next day, 59 miles; and back between 1 p m Friday and 8 p m next day. Proposals to embrace Jonathan's Creek are invited.

2966 From Asheville at 6 a m, once a week, Wednesday, through Beaucombe and Yancey counties; by Garrison's, Gilbert's, Bull Creek, Indian Gap, Double Springs, Gibbs's, Big Laurel, Sulphur Springs, Tenn., and Love's, to Lamesome Springs, Tenn., by 6 p m next day, 56 miles, and back between 6 a m Friday, and 6 p m next day.

2967 From Cedar Creek, Tenn., at 6 a m, once a week, Wednesday, by White Rock, N. C., and Big Laurel, to Bald Creek by 12 m next day, 38 miles, and back between 1 p m Monday and 6 p m next day.

2968 From Warm Springs at 8 a m, once a week, Wednesday; by Paint Rock, to Newport, Tenn., by 5 p m, 27 miles, and back between 8 a m and 5 p m Tuesday. Proposals to commence at Paint Rock, and to run in close connexion with the Warm Springs and Greenville route are invited.

2969 From Ivy at 4 p m once a week, Friday; by Gabriel's Creek, Ball Creek, Walnut Creek, and Brush Creek, to Warm Springs by 1 p m next day, 32 miles, and back between 1½ p m Saturday and 8 a m next day.

2970 From Ivy at 6 a m once a week, Saturday; to Longmire's, Tenn., by 6 p m, 35 miles; and back between 6 a m and 6 p m Friday.

2971 From Burnsville at 12 m once a week, Saturday; to Elizabethtown, Tenn., by 6 p m next day, 43 miles and back between 8 a m Friday and 11 a m next day.

2972 From Burnsville at 7 a m once a week, Saturday; to Big Rock Creek by 12 m, 15 miles, and back between 1 p m and 6 p m. Supposed to be covered by preceding route, No. 2971.

2973 From Watauga (C. H. Boone) at 7 a m once a week, Wednesday; to Cranberry Forge by 12 m, 15 miles; and back between 1 p m and 6 p m.

2974 From Grassy Creek at 6 a m once a week, Tuesday; by Childsville, Yellow Mountain, Cranberry Forge, and Roan Mountain, Tenn.; to Elizabethtown, Tenn by 12 m next day, and back between 1 p m Wednesday and 8 p m next day.

2975 From Marion at 6 a m once a week, Wednesday; by Stone Mountain and Edneyville, to Limestone by 11 a m next day, 50 miles, and back between 3 p m Monday and 6 p m next day.

2976 From Franklin at 6 a m once a week, Sunday; by Acquone, Valleytown, Dawesville, Tomotla, Murphy (C. H.) and Ivy Log, Georgia, to Blairsville, Ga. by 6 p m next day, 70 miles, and back between 7 a m Tuesday and 6 p m next day. Proposals for a second weekly trip between Murphy, N. C., and Blairsville, Ga., will be considered. (see No 3353.) Also proposals to curtail by commencing at Murphy. (see 2964.)

2977 From Quallatown at 1 p m once a week, Tuesday; by Governor's Island, Santoni, and Fort Montgomery, to Valleytown by 7 p m next day, 50 miles; and back between 6 a m monday and 12 m next day.

2978 From Murphy at 5 a m once a week, Friday, to Ellejay, Ga., by 8 p m, 45 miles, and back between 5 a m and 8 p m next day. Bidders to name the intermediate post offices.

2979 From Blairsville, Ga., at 6 a m once a week, Tuesday, by Greenwood, Brasstown, Fort Hembree, N. C., and Tusquiee, to Acquone by 6 p m, 35 miles, and back between 6 a m and 6 p m, Monday.

2980 From Cathey's Creek at 6 a m once a week, Saturday, to Georgetown, Macon county, by 6 p m, 28 miles, and back between 6 a m and 6 p m, Friday. Query—whether necessary.

SPECIAL OFFICES.

Proposals are invited for supplying the following offices in North Carolina for the net proceeds of the same respectively, limited to a sum to be named in the proposals in each case.

Bear Branch from Faison's Depot, 7 miles and back once a week.

Bentonville and Falling Creek from Everittsville, 18 miles and back once a week.

Botanic Hill from Hillsdesdon, 7 miles and back once a week.

Brookville and Tabb's Creek from Oxford, 10 miles and back once a week.

Buggabo from Brier Creek, 6 miles and back once a week.

Chinkepin from Hallsville, six miles and back once a week.

Farmville from Falkland, 9 miles and back twice a week.

Fountain Hill, see Johnson's Mills.

Falling Mill and Reedy Branch from Solemn Grove, 14 miles and back once a week.

Falling Creek, see Bennonville.

Five Forks and Tar River from Bocca, 13 miles and back; Five Forks once and Tar River once a week.

Jerusalem from Mocksville, 6 miles and back once a week.

Jenny Lind from Emerson's Tan Yard, 5 miles and back once a week.

Johnson's Mills, Ridge Spring, and Fountain Hill from Hookerstown, 16 miles and back once in two weeks.

Jonathan's Creek from Waynesville, 7½ miles and back once a week.

Judesville from Scull Camp, 6 miles and back once a week

Lo'well from Nahunta, 12 miles and back twice a week.

Middle Creek from Raleigh, 12 miles and back once a week.

Milledgeville from Jackson Hill 7 miles and back once a week.

Maple Hill from Walser's Mill, 7 miles and back once a week.

Mount Ulla from Cowansville, 5 miles and back once a week.

Neill's Creek from Barclayville, 9 miles and back once a week.

Newby's Bridge from Hertford, 9 miles and back once a week.

New Light from Forestville, 10 miles and back once a week.

Oakland from Pittsboro, 7 miles once a week and back.

Olive Hill from Roxboro, 8 miles and back once a week.

Parson's Mills from Jamestown, six miles and back once a week.

Peach-tree Grove from Nashville, 12 miles and back once a week.

Pugh's Hill from Louisburg, 9 miles and back once a week.

Reddicksville from South Quay Va. 10 miles and back once a week.

Ridge Spring, see Johnson's Mills.

Roseneath from Scotland Neck, four miles and back once a week.

Reedy Branch, see Falling Mill.

Shallow Ford from Big Falls, 6 miles and back once a week.

Shooting Creek from Fort Hembre, six miles and back once a week.

Tabbs Creek, see Brookville.

Tar River, see Five Forks.

Thompson's Store from Allemance, 6 miles and back once a week.

Walnut Cove from Germantown, 6 miles and back once a week.

White Cross from Chapel Hill, 8 miles and back once a week.

Form of a Bid where no change from advertisement is contemplated by the bidder.

"I (or we, as the case may be) [here write the name or names in full] of [here state the residence or residences] hereby propose to carry the mail on route No. from to as often as the Postmaster General's advertisement for proposals on the same, dated December 18, 1850, requires, in the time stated in the schedules contained in such advertisement, and by the following mode of conveyance, to wit: [Here state how it is to be conveyed,] for the annual sum of [here write out the sum in words at full length.

Dated [Signed.]

Form of a Guarantee to accompany each bid.

"The undersigned [here insert the name of the guarantor or guarantors] guarantee that, [here insert the name of bidder or names of bidders, as the case may be,] if his (or their) bid for carrying the mail from to be accepted by the Postmaster General, shall enter into the contract required by the Postmaster General, pursuant to such bid, prior to the first day of July next, with at least two good and sufficient sureties, to perform the service proposed."

Dated [signed.]

Form of Certificate.

The undersigned, postmaster of , certifies that he is well acquainted with the guarantors above named and their property and that they are sufficient and able to make good their guaranty.

Dated [Signed.]

INSTUCTIONS,

Embracing certain conditions, which will be incorporated in the contracts.

1. Seven minutes are allowed for opening and closing the mails at all offices where no particular time is specified; but on railroad and steamboat routes there is to be no more delay than is necessary to deliver and receive the bags.

2. The mail is to be conveyed in preference to passengers, and to their entire exclusion, if its weight and bulk require it.

3. Post office blanks, mail bags, and the special agents of the Department, on the exhibition of their credentials, are to be conveyed without further charge, on mail lines admitting of such conveyance.

4. Mail agents are to be conveyed without charge on the principal railroad and steamboat lines, where the size of the mails and the number of the offices will require their employment by the Department; and, in that case, a separate apartment, for the exclusive use of the Department and agent, for the assorting and safe-keeping of the mail is to be provided by the contractor, under the direction of the Department.

5. In all cases there is to be a forfeiture of the pay of the trip when the trip is not run; and of not more than three times the pay of the trip when the trip is not run, and no sufficient excuse for the failure is furnished, a forfeiture of at least one-fourth part of it when the running or arrival is so far behind time as to lose the connexion with a depending mail; and a forfeiture of a due proportion of it when a grade of service is rendered inferior to that in the contract. These forfeitures may be increased into penalties of higher amount, according to the nature or frequency of the failure and the importance of the mail.

6. Fines will be imposed unless the delinquency be satisfactorily explained in due time, for failing to take from, or deliver at, a post office, the mail, or any part of it: for suffering it to be wet, injured, lost, or destroyed; or conveying it in a place or manner that exposes it to depredation, loss, or injury; for refusing after demand to convey a mail by any coach, railroad car, or steamboat, which the contractor regularly runs on the route beyond the specified number of trips in the contract, and for not arriving at the time set; and for seizing up or running an express to transmit commercial intelligence in advance of the mail, a penalty will be exacted equal to a quarter's pay.

7. The Postmaster General may annul the contract for repeated failures; for violating the post office laws; for disobeying the instructions of the Department; for refusing to discharge a carrier when required by the Department; for assigning the contract without the consent of the Postmaster General, or for setting up or running an express as aforesaid.

8. The Postmaster General may alter the contract, and alter the schedule, he allowing a pro rata increase of compensation, within the restrictions imposed by law, for the additional service required, or for the increased speed, if the employment of additional stock or carriages is rendered necessary: but the contractor may, in such case, relinquish the contract, on timely notice, if he prefers it to the change. The Postmaster General may annul the contract or curtail the service and pay, when he wishes to dispense with the service, in whole or in part, or place a higher or different grade of service on the route, allowing one month's extra pay on the amount dispensed with.

9. The payments will be made through drafts on post offices or otherwise, after the expiration of each quarter—say in February, May, August, and November.

10. The distances are given according to the best information; but no increased pay will be allowed, should they prove to be greater than is advertised, if the places are correctly named.

11. The Postmaster General is prohibited by law from knowingly making a contract for transportation of the mail with any person who shall have entered into any combination, or proposed to enter into any combination, to prevent the making of any bid for a mail contract by any other person or persons, or who shall have made any agreement, or shall have given or promised, or promised to give or perform, any consideration to do, or not to do, any thing whatever to induce any other person not to bid for a mail contract. Particular attention is called to the 28th section of the act of 1836, prohibiting combinations to prevent bidding.

12. A bid received after time, to wit, the 1st April next, at 10 a m, or without the guaranty required by law, or that combines several routes in one sum of compensation, cannot be considered in competition with the regular proposal not adjudged to be extravagant.

13. A bidder may offer, where the transportation called for in the advertisement is difficult or impracticable at certain seasons, to substitute an inferior mode of conveyance, or to intermit service a specified number of days, weeks, or months. He may propose to omit an office that is inaccessible, or is not on the stage road, the railway, or at a steamboat landing, as the case may be; or he may offer to substitute an inferior mode of supply in such cases. He may propose different days and hours of departure and arrival, provided no more running time is asked, and it is obvious that no mail connexion or other public accommodation is not prejudiced. He may ask for more running time to the trip, during a specified number of days, at certain seasons of peculiarly bad roads; but beyond these changes, a proposal for service different from the advertisement will prevent its being considered in competition with a regular bid not set aside for extravagance; and where a bid contains any of the above alterations, their disadvantages will be estimated in comparing it with other proposals.

14. There should be but one route bid for in a proposal.

15. The route, the service, the yearly pay, the bidder's name and residence, and the name of each member of the firm, where a company offers, should be distinctly stated; also the mode of conveyance, if a higher mode than on horseback is intended.

16. The bid should be sent under seal, addressed to the First Assistant Postmaster General, with "Mail Proposals in the State or Territory of ———" written on the face of the letter; and should be dispatched in time to be received by or before the 1st April next, at 10 o'clock A. M. It should be guaranteed, and the sufficiency of the guarantors should be duly certified. (See forms.)

17. The contracts are to be executed by or before the 1st July next.

18. Postmasters at offices situated upon or near railroads, but more than eighty rods from a depot, will immediately after the 19th April next, report that fact to the Department, stating their exact distance from the railroad depot, and how otherwise supplied with the mail, to enable the Postmaster General to direct the proper supply to be made from the railroad by mail messengers, from and after the 1st July next.

19. Under the act of March 3, 1845, the route is to be let to the lowest bidder tendering sufficient guarantees for the faithful performance, without other reference to the mode of transportation than may be necessary to provide for the due celerity, certainty, and security of such transportation.

When the lowest bid proposes a mode of conveyance that is inadequate for the route in respect to the certainty, security, and celerity of the mails, aside from any accommodation for travel, it will not be entitled to the route.

20. When the bid does not name a mode of conveyance, it will be taken and understood to be for the lowest mode of conveyance, to wit, on horseback. When it proposes to carry according to the advertisement, and no mode of conveyance is stated for the route in the advertisement, it will be considered as offering only for horseback conveyance.

21. Since the passage of the act of March 3, 1845, a new description of bid has been received. It specifies no mode of conveyance, but engages to carry the mail with certainty, celerity, and security, using the terms of the law. These bids are called, from the manner in which they are designated on the books of the Department, "*star bids.*" It has been decided, after mature consideration, that a bid proposing a specific mode of conveyance of as high a grade as two-horse coach transportation is to be preferred to the star bid. The experience of the Department enables it to lay down the following rules, viz:

When the mail on the route is not so large as to require two horse coach conveyance, a star bid, if the lowest, will be preferred to the specific bid.

22. When the mails are of such size and weight as to render it necessary or expedient, in reference to them alone, to provide two-horse conveyance, the specific bid, though the highest, will be preferred to the star bid, to the extent of a moderate difference in the compensation, in case the difference is not such to interfere with the policy of the new law, which looks to a reduction in the cost of transportation. Exceptions, however, may be allowed, where the star bid is made by the present owner of the stock on the route, and it is manifest that the reasons for preferring the specific bid do not exist in his case.

23. On routes of the highest class, where four-horse coach or steamboat transportation is required by the size and importance of the mails, the preference for the specific bid will be, if necessary, carried to a greater extent of difference than on the inferior coach routes, subject, however, to the exceptions above stated.

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, after the last hour set for receiving bids.

25. Postmasters are required to be careful and not to certify the sufficiency of guarantors or sureties without knowing that they are persons of sufficient responsibility; and 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.

26. The contracts will be substantially in the forms heretofore used in this Department, except in the respects particularly mentioned in these instructions and conditions; and on all railroad and steamboat routes the contractors will be required to deliver the mails into the post offices at the ends of the routes and into all the post offices not more than eighty rods from the railroad or landing.

N. K. HALL, *Postmaster General.*

POST OFFICE DEPARTMENT, *December* 18, 1850.

Village Hotel, Statesville, N. C.

THIS Establishment is pleasantly situated immediately on the Northwest corner of the public square has attached to it a number of convenient offices for legal gentlemen and others. The undivided attention of the subscriber will be given to the interest of the house, and no trouble spared to render all comfortable who favor me with a call. The house has undergone some repairs, which adds to the comfort of families. The servants shall be faithful and honest. Drovers may find good lots and plenty of grain at reasonable prices. Call and give me a trial. Thankful for past favors, and hope for a continuance of the same. W. B. GRANT.

—*Statesville, Sept.* 30, 1850. *Pd1y22*

SADDLES, HARNESS & MOUNTINGS

THE undersigned would invite the attention of the public to his stock of **Saddles, Harness,** &c. He believes there never has been as superb a stock in this Town before, and any gentleman who wishes an article in his line, can most surely find it if he will call. Otherwise, the subscriber with his present advantages, can readily supply any order with which he may be favored. He has also a large and splendid

Stock of Mountings & Materials

for Saddle and Harness making. These were selected at the North with great care by the subscriber himself. Saddlers and Harness makers who wish to purchase such articles, are invited to call and see them. They are kept for sale, and will be sold low for cash

WILLIAM J. PLUMMER.

March 7, 1850. 43

NEW FALL & WINTER GOODS.

BOGER & MAXWELL

ARE now receiving from N. York & Philadephia, a handsome assortment of Cloths, Cassimeres, Vestings, and various other Good for gentlemen's wear, with a variety of colored, solid and figured alpaccas, cashmeres, delanes, poplins, lyonese cloths for ladies dresses, with velvet silk fringe and Jenny Lind binding, &c., for dress trimmings; shawls of various qualities, some very fine; bonnets, hats, caps, some fine quality; shoes and boots, a large assortment; children's shoes and boots, suitable for winter wear; Crockery, Delf, China and Glassware, a *Few Setts Jenny Lind Tea Ware,* mill and ✕ cut, Rowland's best; Smith's vices and from 4 to 20 penny nails, saws from 6 inches to 6 feet hammers, cutlery, from a very fine pen to 12 inch butcher and carving knife and fork, indigo, blue cotton yarn, weavers reeds, Dundee 45 inch bagging, rope and twine, sole and upper leather, good,

SUGAR, COFFEE, YOUNG HYSON, IMPERIAL AND BLACK TEA, CHOCOLATE, MOLASSES, &c. &c.

Salem and Philadelphia Almanacs for 1851, Moffatt's pills and bitters and different other patent medicines; Dyestuffs, &c. with numerous other articles.

All of which were purchased for cash and we intend to dispose of them on the most reasonable and accommodating terms to punctual dealers. Our customers, friends and the public generally, are respectfully invited to give us a call, examine our stock and judge for themselves. Our whole aim and study will be to please and oblige. [Salisbury, Oct. 14, 1850.

S. R. FORD, WILMINGTON, N. C.

DEALER IN MARBLE MONUMENTS; HEAD AND Foot Stones; Paint Stones; Imposing do, and in short, any article called for of either

Italian, Egyptian or American Marble:

and work warranted to please or no sale; and if damaged before delivery, it is at his expense.

Orders for any of the above enumerated articles left with the Editors of the Watchman, will be attended to with dispatch. Nov. 9, 1849—29tf

Hurra! Hurra! the Old North State forever!

Smith & Barker

WOULD respectfully announce to the public that they are still carrying on the Coach Making Business.

at their old stand, nearly opposite the old Jail, where they are prepared to execute all work in their line in a masterly style. They are prepared to furnish Vehicles at prices varying from $100 to $1000. They are also receiving a lot of the most superb trimmings ever brought to this place, and which have been selected and purchased in the Northern cities at the lowest cash prices by one of the firm, thereby enabling them to sell lower than most establishments in this country. They are determined that their work shall not be surpassed by North, South, East or West. To accomplish this desirable end, have supplied themselves with the most choice materials and skillful workmen. They would invite the public to call and examine their work before purchasing, as they offer inducements rarely to be met with.

N. B. All work warranted twelve months, which makes them a "leetle" more particular to have it well done at first.

Salisbury, May 1, 1850. 1y51

Valuable Plantation for Sale

THE subscriber offers for sale the valuable plantation formerly the property of the late William Thomason, lying between Second and Third Creeks, 10 miles west of Salisbury. It contains upwards of 300 acres of land, embracing an excellent meadow, a good deal of fine land wooded and cleared. It has on it a large dwelling house and every necessary out-building, a superior spring of water, and a fine apple and peach orchard. This plantation can be purchased at a low price, and on accommodating terms. Persons wishing to buy will please call on the subscriber, near the place, who will take pleasure in showing the lands.

JAMES THOMASON.

Jan 9, 1851 3m35

RAGS! RAGS!!

3,000 LBS. clean cotton rags wanted by the 5th of February, for which a fair price will be paid. M. BROWN & SON.

Salisbury, Jan. 30*th*, 1851. 38*tf.*

JOEL SULLIVAN,

Saddle and Harness Manufacturer,

Two doors above Summerell & Powe's Drug Store, and opposite W. Murphy & Co., Salisbury, N. C.

HAVING permanently located myself in the Town of Salisbury, I now offer my services in the above business. Having worked in some of the best shops in the State and also in the Northern cities, I think I can please all who may favor me with a call. Repairing done at short notice. Prices moderate. Country produce taken in exchange for work.

JOEL SULLIVAN.

January 23, 1851. 1y37

REFERENCES—John L. Shaver, Samuel Reeves, D. A. Davis, James E. Kerr, A. Henderson, Jenkins & Roberts, W. Murphy & Co., J. M. Coffin, Gold Hill; V. C. Barringer, Concord; Dr. John Foard, Rowan.

RICARDS, FRISBY & Co., No. 6, St. Charles St. Baltimore, Domestic Warehousemen and Importers of British and French Dry Goods, direct from Europe. Have on hand a large stock of American Goods purchased previous to the recent advance which they offer by the piece or package, to the inspection of Southern Merchants, in competition with the stocks of Northern cities. Their importations are now arriving.

Let Southern merchants examine carefully Southern stocks. All purchasers are protected in prices against Northern markets. 12tp36

Fall & Winter Fashions for 1850-'51

H. H. BEARD, Tailor, has just received, (at his old stand,) from New York, the ☞ *American and European Fashions,* for the FALL and WINTER, and will continue to receive them quarterly. He is prepared to execute all orders in his line of the trade, in a fashionable and workmanlike manner, at the shortest notice. From his long experience in the art of cutting and making garments, he feels confident that he can give satisfaction to his customers.

He respectfully returns his thanks to his friends and the public for their liberal support tendered him heretofore, and will endeavor by increased efforts to please his customers, to merit a continuance of their favors.

HORACE H. BEARD.

N. B. All kinds of country produce taken at the market prices for work.

Salisbury, March 21, 1850.

By Express.—Shawls & Mantillas.

Direct from New York!

December 12 1850.

THE SUBSCRIBER has just received by Express Line direct from New York, a splendid lot of Plain and Embroidered Cashmere Shawls. Also, another lot of black and colored silk Mantillas, which are going off rapidly at the sign of the Red Flag.

(31) E. MYERS.

GREAT EXCITEMENT—New Firm.

THE subscribers having entered into copartnership, under the firm of Brown and Haynes, for the purpose of carrying on the Tanning, Boot and Shoe and *HARNESS MAKING BUSINESS,* take this method of informing the citizens of this community and the surrounding country, that they will be able at any time to supply all demands either for Leather (of all kinds, Shoes and Boots or Harness—all of superior quality, on moderate terms. They have procured the excellent services of Mr. Jacob Letler, long and favorably known as a conductor of the Boot and Shoe business, to superintend their shop; and he sends, greeting, his compliments to old customers, and solicits a call at their establishment, opposite the Postoffice, where he will be ever be found. The subscribers have also a fine lot of materials, purchased at the North for cash for the **Harness Business,** which is conducted at the same stand by an experienced workman. Come one, come all, for we are determined to please. Hides, green and dry, of all kinds, taken in exchange for work or leather.

MOSES L. BROWN.

THOS. W. HAYNES

Salisbury, Jan. 1, 1851. 31

FRESH GOODS.

JUST received by Express to-day, the following articles, to which we respectfully call the attention of the public

No. **2** and **3** Mackerel,

Fresh Salmon,

30 boxes Cheese,

1000 lbs pure white lead. $1000 will be paid for a better article,

1000 lbs. Fire Proof Paint, in oil, cheap for cash

M. BROWN & SON.

December 11, 1850. 31

KUHN'S PIANO FACTORY.

No. 75 Baltimore St., Baltimore, Md.

ALL persons in want of good and durable instruments will find them in this Establishment, of beautiful tone and finish. All Piano's are warranted, and any instrument that does not come up to expectation, will be removed without any charge, and another put in its place without charges. Address,

A. KUHN,

No. 75, Baltimore st., Baltimore, Md.

June 20, 5

LIST OF PRICES.

6 octave from $180 to $300; 6½ do from $250 to $350; 7 do from $300 to $500. Grand Pianos from $500 to $1500.

BALE ROPE FOR SALE BY

(21) *EVANS, SHEMWELL & CO.*

DR. A. C. WEED having permanently located in the Town of Concord, offers his professional services to the citizens and surrounding country.

Office, No. 3, Harris' Brick Row.

Concord, Sept. 23 20

JAMES HORAH,

WATCH AND CLOCK-MAKER

Opposite the Watchman Office,

Salisbury, N. C.

December 19 1850—*Heavy Sewed Shoes.*

THE Subscriber has just received **100 Pair of Heavy Sewed Shoes,** a superior article, which he is selling at $1 25 per pair, and going off rapidly at his cheap store.

The sign of the Red Flag.

Salisbury—32 E. MYERS.

Important to Mill Owners.—Fayetteville Foundry and Machine Shop.

THE UNDERSIGNED is now prepared to furnish **Castings of every Description,** at the shortest notice. Those in want of Castings will find it to their interest to leave their orders at the Fayetteville Foundry and Machine Shop.

He is prepared with four lathes and other tools, to put up machinery of any description. HENRY G. HALL.

Fayetteville, Nov. 10, 1850—tf 27

"CLOTHING," "CLOTHING,"

BY TELEGRAPH.

JUST received a large lot of Ready Made Clothing, among which we have some of the finest and cheapest Over Coats, ever brought into this market. Give us a call and we will convince you that such is the fact. M. BROWN & SON.

December 11, 1850. 31

J. H. COFFMAN keeps constantly on hand at the SALISBURY BOOK STORE, a large and most valuable assortment of **Books and Stationery.**

Salisbury, Sept. 12 50 18tf

Rock Island Jeans and Kerseys.

ROGER & MAXWELL are agents for the sale of the celebrated Rock Island Jeans and Kerseys.—Orders from a distance promptly attended to. 23

Just Received

A LARGE supply of Jayne's Expectorant and Hair Tonic. Also, Sands' Sarsaparilla in quart bottles for sale by Drs BROWN & JAMES.

June 3, 1850 51

BRICKLAYING AND PLASTERING faithfully done, in good time, and on reasonable terms by the subscriber, who has been engaged in that business for the last twenty years. Address, Lexington, N. C.

A. L. WATSON.

January 16, 1851 6m36

Just Received this Day

30 BAGS RIO COFFEE,

20 Kits No. 1 Mackerel, brand of 1850.

For sale by

M. BROWN & SON.

Salisbury, Jan. 1, 1850. 34

THE LARGEST AND CHEAPEST

STOCK OF GOODS IN ROWAN.

CONSISTING in part of Clothing, Dry Goods, Hardware, Cutlery, Boots, Shoes, and Trunks, together with a large assortment of Groceries of every description, China, Glassware, &c., &c., also in fact every other article suitable for country trade; most of which we respectfully invite the attention of the Citizens of Rowan and public generally, to call and see for themselves. Our stock is selected with the greatest care in the Northern cities for cash. We are therefore enabled to sell as cheap, if not cheaper, than can be bought in the State. A call will satisfy.

We are sole agents for Pecare and Smith's Ten Barrel REVOLVER **PISTOL,** with concealed stock, a great invention.

Country merchants who want to buy by wholesale are especially invited to call. The subscribers feel themselves to give them as good bargains as they can possibly get in New York.

All kinds of country produce bought at the highest prices by D. ELIAS & CO.

Gold Hill, Dec. 12. 1y31

New Drug Store in Salisbury.

Drs. Summerell & Powe,

HAVE just received a large and carefully selected assortment of **Drugs and Medicines,** which they offer to the public on the most reasonable terms.

Their Stock comprises all the articles usually found in Drug Stores, besides many things peculiarly adapted to the wants and conveniences of housekeepers, and they would respectfully solicit those desirous of purchasing to call and examine their supply before purchasing themselves.

To Physicians, they would say, that having carefully noted the new preparations almost daily added to the list of remedial agents, they will endeavor to keep pace with such as soon as they shall be fairly entitled to a place in the Materia Medica. It will be their constant aim to keep a supply of the freshest and best articles.