Proposals for carrying the U. S. Mails.

(*Concluded.*)

Leave Cheraw every Monday, Wednesday and Friday at 9 a m, arrive at Salisbury next days by 5 p m.

2908 From Salisbury by China Grove, Coleman's, Concord, Harrisburg, Charlotte, White Hall and Ranaleburg to Yorkville, S. C., 71 miles and back, three times a week in two-horse coaches.

Leave Salisbury every Monday, Wednesday and Friday at 7 a m, arrive at Yorkville next days by 7 a m.

Leave Yorkville every Monday, Wednesday and Friday at 6 a m, arrive at Salisbury next days by 6 a m.

Proposals for four-horse coach service between Salisbury and Charlotte will be considered.

2909 From Salisbury by Houston's Store, Wood's Grove, Cowansville, Statesville, Poplar Grove, Hokesville, Eavesville, Drowning Creek, Morgantown, Locust Grove, Pleasant Garden, Old Fort and Swannano to Ashville, 152 miles and back twice a week in two-horse coaches.

Leave Salisbury every Sunday and Wednesday at 7 a m, arrive at Ashville every Tuesday and Friday by 3 a m.

Leave Ashville every Sunday and Thursday at 6 a m, arrive at Salisbury every Tuesday and saturday by 6 a m.

Proposals for tri-weekly service, also to run with four-horse post coaches will be considered.

2910 From Jamestown to Deep River, 7 miles and back, once a week.

Leave Jamestown every wednesday at 9 a m, arrive at Deep River same day by 11 a m.

Leave Deep River every wednesday at 6 a m, arrive at Jamestown same day by 8 a m.

2911 From Jamestown by Hunt's store, Fair Grove, La Grange, New Market, New Salem, Sandy Creek, Troy's store, Long's Mills, Patterson's store, Snow Camp, Lindley's store, and White Cross, to Chapel Hill, 89 miles and back once a week, Huns's Forks to be supplied once a week on the going trip.

Leave Jamestown every wednesday at 6 a m, arrive at Chapel Hill next day by 7 p m

Leave Chapel Hill every Friday at 6 a m, arrive at Jamestown next day by 7 p m

2912 From Pittsboro' by Haywood, Martha's Vineyard, Chalk Level and Northington, to Harrington 36 miles and back, once a week.

Leave Pittsboro' every tuesday at 5 a m, arrive at Harrington same day by 7 p m, and return to Pittsboro' next day by 7 p m

2913 From Pittsboro' by Pedlar's Hill, Gulph, Tyson's store, Prosperity and Temperance Hill, to Carthage, 33 miles and back, once a week.

Leave Pittsboro' every Friday at 5 a m, arrive at Carthage same day by 6 p m

Leave Carthage every Saturday at 5 a m, arrive at Pittsboro same day by 6 p m

2914 From Pittsboro' by Emmerson's Tan Yard, Vicarage, Moffits Mills, Brower's Mills and Mechanics Hill, to Caledonia, 58 miles and back, once a week.

Leave Pittsboro every saturday at 6 a m, arrive at Caledonia next day by 4 p m

Leave Caledonia every Monday at 6 a m, arrive at Pittsboro next day by 4 p m

2915 From Ashboro by Moffit's Mills, Waddell's Ferry and Brower's Mills, to Prosperity, 30 miles and back, once a week.

Leave Ashboro every Friday at 6 a m, arrive at Prosperity same day by 5 p m

Leave Prosperity every thursday at 6 a m, arrive at Ashboro same day by 5 p m

2916 From Lawrenceville by Harrisville, Chisholm's store and Wind Hill, to Mount Lebanon, return by Jackson Hill, Milledgeville and Stoney Gap to Lawrenceville, equal to 33 miles once a week.

Leave Lawrenceville every wednesday at 6 a m, arrive at Mt. Lebanon same day by 5 p m

Leave Mt. Lebanon every Tuesday at 6 a m, arrive at Lawrenceville same day by 5 p m

2917 From Lawrenceville, by Mount Gilead, Dumas' store, Pee Dee, to Wadesboro, 28 miles and back, once a week

Leave Lawrenceville every sunday at 7 a m, arrive at Wadesboro same day by 4 p m

Leave Wadesboro every Saturday at 7 a m, arrive at Lawrenceville same day by 4 p m

2918 From Wadesboro, by Lilesville, Tindalsville, and Rockingham, to Laurel Hill, 40 miles and back, twice a week in 2 horse coaches.

Leave Wadesboro every Monday and thursday at 4 a m, arrive at Laurel hill same day by 2 p m

Leave Laurel hill every tuesday and friday at 6 a m, arrive at Wadesboro same days by 4 p m

2919 From Wadesboro, by Lanesboro, Jenkins' store, Coburn's store, Orrville, Maxwell's store, to Charlotte, 51 miles and back, once a week

Leave Wadesboro every wednesday at 6 a m, arrive at Charlotte next day by 11 a m

Leave Charlotte every thursday at 1 p m, arrive at Wadesboro next day by 6 p m

2920 From Wadesboro, by Poplar hill, White's Store, Lanes creek, Beaver Dam, Richardson's creek, Jenkin's store, Hammond's store, and Dimond hill, to Wadesboro, equal to 36 miles, once a week

Leave Wadesboro every Monday at 6 a m, arrive at Wadesboro next day by 6 p m

2921 From Cheraw, S. C., by Stewartstown, N. Carolina, Rockingham, Dockery's store, Covington, Powellton, Marion, Butlers Mills, Simmons' Tan Yard, and Pounding Branch, to Sugg's Bridge, 67 miles and back, once a week; return by Wickliffe and Bostick's mills, instead of Powellton, Covington, and Dockery's store

Leave Cheraw, S. C., every thursday at 6 a m, arrive at Sugg's Bridge next day by 5 p m

Leave Sugg's Bridge every Saturday at 6 a m, arrive at Cheraw, S. C, next day by 5 p m

2922 From Charlotte, by Sharon, Hemphill's store, Providence, Wolfsville, and Jacksonham, S C, to Lancaster c h, 42 miles and back, once a week

Leave Charlotte every friday at 6 a m, arrive at Lancaster c h, same day by 7 p m

Leave Lancaster c h, every thursday at 6 a m, arrive at Charlotte same day by 7 p m

2923 From Charlotte, by Mount seer, Pleasant Valley, S C, Bellair, Cureton's store, Lancaster c h, Pleasant hill, Sandton, and Flat rock, to Camden, 77 miles and back, twice a week in two horse coaches

Leave Charlotte every Monday and thursday at 8 a m, arrive at Lancaster c h, same days by 8 p m

Leave Lancaster c h, every Tuesday and friday at 5 a m, arrive at Camden same days by 3 p m

Leave Camden every Monday and thursday at 8 a m, arrive at Lancaster c h, same days by 8 p m, and at Charlotte next days by 6 p m

Proposals to carry three times a week; also in four-horse post coaches, will be considered

2924 From Charlotte, by Tuckasaga, and Woodlawn, to Lincolnton, 33 miles and back, twice a week in two horse coaches

Leave Charlotte every Monday and Thursday at 4 a m, arrive at Lincolnton same days by 12 m

Leave Lincolnton every Sunday and wednesday at 8 a m, arrive at Charlotte same days by 4 p m

Proposals to carry three times a week will be considered.

2925 From Charlotte by Martindale, Hopewell, Mountain Island, Forney's, and Cottage Home, to Beattie's Ford, 31 miles and back, once a week

Leave Charlotte every Tuesday at 6 a m, arrive at Beatties ford same day by 4 p m

Leave Beattie's ford every Monday at 8 a m, arrive at Charlotte same day by 6 p m

2926 From Charlotte by Equality, Steele creek, South Point, Stowesville, Erasmus, Catawba creek, and Hoylesville, to Lincolnton, 51 miles and back, once a week

Leave Charlotte every Tuesday at 6 a m, arrive at Lincolnton next day by 11 a m

Leave Lincolnton every wednesday at 1 p m, arrive at Charlotte next day by 6 p m

2927 From Charlotte by Alexandriana, Hickory Grove, Davidson's College, Mount Mourne, and Fallstown, to Statesville, 41 miles and back, once a week

Leave Charlotte every Saturday at 5 a m, arrive at Statesville same day by 7 p m

Leave Statesville every friday at 5 a m, arrive at Charlotte same day by 7 p m.

2928 From Concord by Flint Hill and Mill Grove, to Davidson College, return by Unity and Mill hill to Concord, equal to 21 miles, once a week

Leave Concord every wednesday at 5 a m, arrive at Davidson College same day by 10 a m

Leave Davidson College every wednesday at 2 p m, arrive at Concord same day by 7 p m.

2929 From Concord by Kirkland, Welch's Mills, Pioneer Mills, Morrison's Tan Yard, Clear creek, Coburn's Store, Fullwood's store, Oakville, Sweet Home, Walkersville, Jacksonham, S C, to Lancaster c h, 73 miles and back, once a week

Leave Concord every wednesday at 8 a m, arrive at Lancaster c h, next day by 7 p m

Leave Lancaster c h, every friday at 6 a m, arrive at Concord next day by 5 p m.

2930 From Concord by Mount comfort, to Bost's Mills, 16 miles and back, once a week

Leave Concord every Monday at 2 p m, arrive at Bost's Mills same day by 7 p m

Leave Bost's Mills every Monday at 8 a m, arrive at Concord same day by 1 p m.

2931 From Beattie's ford by Sherrell's ford and Lowrence's Mills, to Hokesville, and return by Flint rock, Willow Grove, Lowrence Mills, Mountain creek, and Dry Ponds, to Beatties Ford, equal to 27 miles, once a week

Leave Beattie's ford every wednesday at 5 a m, arrive at Hokesville same day by 12 m

Leave Hokesville every wednesday at 1 p m, arrive at Beattie's ford same day by 9 p m.

2932 From Lincolnton by Killian's Mills, Early Grove, Wilfong's Mills, Eavesville and Fishers, to Catawba View, 33 miles and back, once a week.

Leave Lincolnton every Sunday at 6 a m, arrive at Catawba View same day by 5 p m

Leave Catawba View every Saturday at 5 a m, arrive at Lincolnton same day by 4 p m

2933 From Lincolnton, by Siegle's store, Warlick's store, and Mull Grove, to Morgantown, 40 miles and back, once a week

Leave Lincolnton every Friday at 6 a m, arrive at Mull Grove same day by 6 p m

Leave Mull Grove every Saturday at 6 a m, arrive at Lincolnton same day by 6 p m

Proposals to carry in two horse coaches will be considered.

2934 From Lincolnton, by Long Creek, Shoals, Falls, and Crowder's creek, to Yorkville, S C, 38 miles and back, once a week

Leave Lincolnton every Monday at 6 a m, arrive at Yorkville same day by 6 p m

Leave Yorkville every Tuesday at 8 a m, arrive at Lincolnton same day by 6 p m

Proposals to carry in two horse coaches, will be considered.

2935 From Lincolnton, by Buffalo, Swangstown, Erwinsville, Limestone springs, S C, and Hurricane, to Spartanburg, 62 miles and back, twice a week, in two horse coaches

Leave Lincolnton every Monday and Thursday at 8 a m, arrive at Spartanburg next days by 6 p m

Leave Spartanburg every Sunday and Thursday at 5 a m, arrive at Lincolnton next days by 11 a m

Proposals to run by Shelby and Cherokee Ford, will be considered.

2936 From Rutherfordton, by White Oak, Sandy Plains, Earlesville, S. C. Gowensville, Caldwell, and Milford, to Greenville c h, 52 miles and back, once a week.

Leave Rutherfordton every Friday at 6 a m, arrive at Greenville c h, next day by 11 a m.

Leave Greenville c h every saturday at 1 p m, arrive at Rutherfordton next day by 7 p m.

2937 From Rutherfordton, by High Shoals, Mooresborough, and Birchettsville, to Erwinsville; return by Bushy Creek, Garnersford, Rockwell, Duncan's Creek, and Ebenezer, to Rutherfordton, equal to 38 miles, once a week.

Leave Rutherfordton every wednesday at 5 a m, arrive at Erwinsville same day by 6 p m.

Leave Erwinsville every Thursday at 5 a m, arrive at Rutherfordton same day by 6 p m.

Proposals to end the route at Cherokee Ford instead of Erwinsville, will be considered.

2938 From Rutherfordton, by Pinckney, Golden Valley, Minersville, and Military Grove, to Pleasant Garden; return by Moutford's Cove, to Rutherfordton, equal to 41 miles, once a week.

Leave Rutherfordton every Friday at 8 a m, arrive at Pleasant Garden next day by 11 a m.

Leave Pleasant Garden every saturday at 1 p m, arrive at Rutherfordton next day by 12 m.

2939 From Rutherfordton, by webbsford, Bushy Creek, Shelby, Buffalo, Muddy Fork, and King's Mountain, to Falls, 54 miles and back, once a week.

Leave Rutherfordton every saturday at 6 a m, arrive at Falls next day by 10 a m.

Leave Falls every sunday at 1 p m, arrive at Rutherfordton next day by 5 p m.

2940 From Ashville, by Sulphur Springs, Mill River, Claytonville, Davidson's River, to Cathey's Creek, 38 miles and back, once a week.

Leave Ashville every Friday at 6 a m, arrive at Cathey's Creek same day by 6 p m.

Leave Cathey's Creek every saturday at 6 a m, arrive at Ashville same day by 6 p m.

2941 From Ashville by Pigeon River, Waynesville, Scott's Creek, Franklin, Tennessee River and Clayton, Ga. to Clarksville, 120 miles and back, twice a week.

Leave Ashville every Monday and Friday at 5 a m, arrive at Clarksville every Wednesday and sunday by 6 p m.

Leave Clarksville every Monday and Thursday at 5 a m, arrive at Ashville every wednesday and saturday by 6 p m.

Proposals to carry in two horse coaches will be considered.

2942 From Ashville by Turkey Creek, Pigeon River and Forks of Pigeon to Waynesville, 40 miles and back, once a week.

Leave Ashville every Friday at 5 a m, arrive at Waynesville same day by 7 p m.

Leave waynesville every saturday at 5 a m arrive at Ashville same day by 7 p m.

2943 From Franklin by Jamesville, Rossville, Murphy c h and Ivy Log, to Blairsville, Ga. 56 miles and back once a week.

Leave Franklin every Sunday at 6 a m, arrive at Blairsville next day by 6 p m.

Leave Blairsville every Tuesday at 7 a m, arrive at Franklin next day by 6 p m.

SPECIAL OFFICES.

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

Abbott's Creek from Brummell's 5 miles and back, once a week.

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

Core Creek from Newbern, 16 miles and back, once a week.

Dillonsville from Ingramsville, 6 miles and back, once a week.

Fulton from Smith Grove, 5 miles and back, once a week.

Franklinville from Ashboro, 8 miles and back, once a week.

Fulton from Mocksville, 5 miles and back, once a week.

Grove Hill from Warrenton, 9 miles and back, once a week.

Hopewell from Martindale, 7 miles and back, once a week.

Houston's Store from Wood's Grove, 5 miles and back, once a week.

Jersey Settlement from Lexington, 8 miles and back, once a week.

John's River from Harper's Store, 8 miles and back, once a week.

Kinderhood from Warrenton, 12½ miles and back, once a week.

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

Nixon's from Ashboro, 9 miles and back, once a week.

Parson's Mills from Jamestown, 6 miles and back, once a week.

Philip's Store from Hilliardstown 8 miles and back, once a week.

Sandy Run from Birchettsville, 7 miles and back, once a week.

Stump Sound from Foy's Store, 14 miles and back, once a week.

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

Waddell's Ferry from Brown's Mills, 2 miles and back, once a week.

NOTES.

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. A preference is to be given to passengers brought in the connecting mail lines over those travelling in any other.

4. 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.

5. Mail agents are to 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 assorting and safe-keeping of the mail, is to be provided by the contractor under the direction of the Department.

6. In all cases, there is to be a forfeiture of the pay of the trip, when the trip, is not run; a forfeiture of at least one-fourth part of it, when the running or arrival is so far behind time as to lose the connection 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.

7. 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; for 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, railroal 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 setting 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.

8. 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.

9. 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 increa ed speed, if the employment of additional stock or carriers is rendered necessary but the contractor may, in such case, relinquish the contract, on timely notice, if he prefers it to the change. He may also discontinue or curtail the service, he allowing one month's extra pay on the amount dispensed with.

10. 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.

11. 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.

12. The Postmaster General is prohibited by law from knowingly making a contract for the 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 performed, or promised to give or perform, any consideration to do, or not to do, anything whatever to induce any other person not to bid for a mail contract.

13. On coach routes where the present contractor shall be superseded by an underbidder, who may not have the stage property requisite for the performance of the contract, he shall purchase from the present contractor such of his coaches, teams, and harness belonging to the route as shall be needed, and may be suitable for the service, at a fair valuation; and make payment therefor by reasonable instalments, as his pay becomes due, unless the present contractor shall continue to run stages on the route. Should they not agree to the suitableness of the property, the terms, or the security, each may choose a person who may appoint a third, and their decision shall be final; or the Postmaster General will name the umpire. Should the underbidder fail to comply, his bid will be offered to the contractor; but should he decline it, the proposals of the underbidder will be accepted unconditionally. The underbidder should give early notice of his intention to take or not to take the stock and if the latter, of his reasons; and the present contractor is to determine, on the first application, whether he will sell it or not.

14. A bid received after time, to wit: the 13th April next at 3 p m, or without the guarantee required by law; or that combines several routes in one sum of compensation, cannot be considered in competition with a regular proposal, not adjudged to be extravagant.

15. A bidder may offer on coach, railroad, or steamboat routes, where that transportation is difficult or impracticable at certain seasons, to substitute horse or wagon 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 connection or other public accommodation is prejudiced. He may ask for a specified number of days for more running time to the trip 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.

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

17. 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.

18. The following is the form of the guaranty which should be filled, the first blank with the name of the guarantor, the second with that of the bidder; and the third and fourth with the beginning and terminating points of the route; and after being dated, should be signed by the guarantor, who must be shown by the written certificate of a postmaster, or other equally satisfactory testimonial, to be a man of property, and able to make good his guaranty. This guaranty, so certified, should accompany each bid.

"The undersigned —— guaranties that —— if his bid for carrying the mail from —— to —— be accepted by the Postmaster General, —— shall enter into an obligation prior to the 1st day of July next, with good and sufficient sureties, to perform the service proposed.

"Dated ——"

19. The bid should be sent under seal, addressed to the First Assistant Postmaster General, with "Mail Proposals in the State of ——," written on the face of the letter; and should be despatched in time to be received by or before the 13rh April next, at 3 o'clock, p m.

20. The contracts are to be executed before the 1st July next.

POST OFFICE DEPARTMENT, Dec. 13. 1842.
C. A. WICKLIFFE.
Jan. 11, 1843. 428-12w.

PROPOSALS for carrying the mails of the United States from the 1st of July, 1843, to the 30th of June, 1847, in North Carolina, will be received at the Contract Office of the Post Office Department, in the city of Washington, until 3 oclock, p m, of the 13th day of April, 1843, (to be decided by the 15th day of May) on the routes and in the manner and time herein specified, viz:

IN NORTH CAROLINA.

2944 From Aquilla, (on Shoal creek, in Haywood county) by Wm. F McKee's (in Macon county,) to Jamesville, 50 miles and back, once a week.

Leave Aquilla every Tuesday at 1 p m; arrive at Jamesville next day by 7 p m

Leave Jamesville every Monday at 6 a m; arrive at Aquilla next day by 12 m

2945 From Gravelly Hill or Elizabethtown to the house of Robert Melvin, on Turnbull creek, in Bladen county, 20 miles and back, once a week

Leave Gravelly Hill every Tuesday at 1 p m; arrive at R. Melvin's same day by 8 p m.

Leave R. Melvin's every Tuesday at 5 a m; arrive at Gravelly Hill same day by 12 m

2946 From Hillsboro', by Rock creek and Long's mills, to Ashborough, 60 miles and back, once a week.

Leave Hillsboro' every Thursday at 6 a m; arrive at Ashboro' next day by 6 p m

Leave Ashboro' every Saturday at 6 a m; arrive at Hillsboro' next day by 6 p m

2947 From Jefferson to Marion, Virginia, 40 miles and back, once a week.

Leave Jefferson every Wednesday at 6 a m; arrive at Marion same day by 6 p m

Leave Marion every Thursday at 6 a m; arrive at Jefferson same day by 6 p m

2948 From Lexington, by Thompson's store, Guilford county, to the house of Smith and Barringer, upon the Yadkin river, 15 miles and back once a week.

Leave Lexington every Saturday at 6 a m; arrive at Smith & Barringer's same day by 11 a m

Leave Smith & Barringer's Saturday at 1 p m; arrive at Lexington same day by 6 p m

2949 From Lewisburg to Cooley's store, 15 miles and back, once a week.

Leave Lewisburg every Friday at 6 a m; arrive at Cooley's store same day by 11 a m

Leave Cooley's store every Friday at 1 p m; arrive at Lewisburg same day by 6 p m

2950 From Roxborough to Pleasant Hill, 10 miles and back, once a week.

Leave Roxborough every Saturday at 8 a m; arrive at Pleasant Hill same day by 11 a m

Leave Pleasant Hill Saturday at 12 m; arrive at Roxborough same day by 3 p m

2951 From Shelby to South Point, 31 miles and back, once a week.

Leave Shelby every Monday at 6 a m; arrive at South Point same day by 5 p m

Leave South Point Tuesday at 6 a m, arrive at Shelby same day by 5 p m

2952 From Shelby to Yorkville, S. C., 35 miles and back, once a week.

Leave Shelby every Monday at 6 a m; arrive at Yorkville same day by 6 p m

Leave Yorkville every Tuesday at 6 a m; arrive at Shelby same day by 6 p m

2953 From South Washington, by the house of Isham Armstrong, to Wilmington, 33 miles and back, once a week.

Leave South Washington every Thursday a 7 a m; arrive at Wilmington same day by 6 p m

Leave Wilmington every Friday at 7 a m; arrive at South Washington same day by 6 p m

2954 From Turkey creek, by Spring creek, Fine's creek and Crabtree, to Waynesville, 25 miles and back, once a week.

Leave Turkey creek every Friday at 11 a m; arrive at Waynesville same day by 7 p m

Leave Waynesville every Saturday at 6 a m; arrive at Turkey creek same day by 1 p m

2955 From Wilkesboro', by Deep Gap, to Counsel's store, 35 miles and back, once a week.

Leave Wilkesboro' every Friday at 6 a m; arrive at Counsel's store same day by 6 p m

Leave Counsel's store every Saturday at 6 a m; arrive at Wilkesboro' same day by 6 p m

NOTES.

1. Seven minutes are allowed for opening and closing the mails at all offices, where no particular time is specified.

2 Post Office blanks, and mail bags, are to be conveyed without further charge on mail lines admitting of such conveyance.

3. In all cases, there is to be a forfeiture of the pay of the trip, when the trip is not run; a forfeiture of at least one-fourth part of it, when the running or arrival is so far behind time as to lose the connection 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.

4 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; for conveying it in a place or manner that exposes it to depredation, loss, or injury; not arriving at the time set. And for setting 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.

5. 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.

6. 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 carriers is rendered necessary, but the contractor may, in such case, relinquish the contract, on timely notice, if he prefers it to the change. He may also discontinue or curtail the service, he allowing one month's extra pay on the amount dispensed with.

7. 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.

8. 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.

9. The Postmaster General is prohibited by law from knowingly making a contract for the 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 performed, 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.

10 A bid received after time, to wit: the 13th April next at 3 p m, or without the guarantee required by law; or that combines several routes in one sum of compensation, cannot be considered in competition with a regular proposal, not adjudged to be extravagant.

11. A bidder may propose different days and hours of departure and arrival, provided no more running time is asked, and it is obvious that no mail connection or other public accommodation is prejudiced. He may ask for a specified number of days for more running time to the trip 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.

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

13. 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.

14. The following is the form of the guaranty which should be filled, the first blank with the name of the guarantor, the second with that of the bidder, and the third and fourth with the beginning and terminating points of the route; and after being dated, should be signed by the guarantor, who must be shown by the written certificate of a postmaster, or other equally satisfactory testimonial, to be a man of property, and able to make good his guaranty. This guaranty, so certified, should accompany each bid.

"The undersigned —— guaranties that —— if his bid for carrying the mail from —— to —— be accepted by the Postmaster General, —— shall enter into an obligation prior to the 1st day of July next, with good and sufficient sureties, to perform the service proposed.

"Dated ——"

15. The bid should be sent under seal, addressed to the First Assistant Postmaster General, with "Mail Proposals in the State of ——," written on the face of the letter; and should be despatched in time to be received by or before the 13th April next, at 3 oclock, p m.

16. The contracts are to be executed before the 1st July next.

POST OFFICE DEPARTMENT, Jan. 7, 1843.
C. A. WICKLIFFE.
Jan. 18.—429 12t.

THE PLAIN DEALER.

"Wine is a mocker, strong drink is raging: and whosoever is deceived thereby is not wise."—PROV., CHAP 20.

It having been decided that the *Temperance Union* is to be discontinued, the sub-criber proposes, at the request of the *North Carolina State Temperance Society*, expressed in a Resolution of the same, to publish in the city of RALEIGH, a paper under the above title, to commence immediately after the suspension of the *Temperance Union*. No labored essay is required to show the importance of publications, of this character. Public opinion is settling down on the side of the great moral reformation now in successful progress, and every exertion should be made by the friends of the cause to promulgate its pure and sacred principles.

Though this paper comes forth to the world as the advocate of the Temperance Reform, yet the matter will not be exclusively of that cast. Moral Tales and Essays, Miscellaneous matter of general interest, Foreign and Domestic Intelligence, and the record of events of importance, in condensed forms, will occupy a portion of its pages, with poetry and other literature of a moral character; so that the *Plain Dealer* will not only be a Temperance Journal, but a Family Newspaper, calculated to enlighten, instruct and amuse its readers.

Though this paper is published at the request of the above-named Society, it is a private enterprise, undertaken by the subscriber with the hope and reasonable expectation, that the friends of Temperance throughout the State will lend their aid, in carrying out the benevolent views of the State Temperance Society in the promulgation of Washingtonian Principles, by exerting themselves to procure subscribers. The price of subscription is such that, the *Plain Dealer* can find its way to every family in our State. It is decidedly the cheapest publication ever issued from the North Carolina Press.

The *Plain Dealer* will be published every other week, in a neat quarto form of eight pages, on new type and good paper, at $1 per annum, to be paid in all cases in advance.

☞ *Our friends will please return the subscribers to us at Raleigh, by the 20th of January* 1843.

WILLIAM STRINGER.
Raleigh, Dec. 21st, 1842. 426-tf.

MAGICAL PAIN Extractor.—Absolute Heal All. 10,000 trials, and all successful, prove DALLEY'S MAGICAL PAIN EXTRACTOR inestimable. It not only cures quicker, but gives no additional pain, nor leaves a scar. Fire is positively rendered harmless. ($10 has been offered six months to any person returning an empty box, and saying that all agony on anointing is not extracted in a few minutes, yet not one from thousands of trials since has claimed the bonus.) Parents anxious to guard against general injuries and save money, time, torture and life, and prevent their offspring from being disfigured by burns, or even small-pox pustules, (it possessing the enviable power to replace the cellulary organs destroyed,) can do so by obtaining this inimitable salve. Many deeply burnt cases in the city can be seen, and one entire face burnt over and wounded three distinct times in the same spot while healing, yet in no case can be traced the least cicatrice or mark! For all kinds of hurts, its rapid, soothing effects are alike important: even sore eyes, ALL INFLAMMATIONS and BROKEN BREASTS would be unknown. The toilet and nursery, for clearing the skin of pimples, removing chafe, &c., will find it indispensable. Once using only will forever establish it the sovereign HEAL ALL quality. After this notice, heads of families allowing tortures for months, and ultimately distorted features, can never wipe away reproach, justly uttered by a disabled child, for neglecting to triumph over fire.

"Entered according to Act of Congress, A D. 1841 by Comstock & Co., in the Clerk's Office of the District Court of the United States for the Southern District of New York."

For Sale at the Drug Store by Dr. N. L Stith, Raleigh.

TO ALL THE WORLD WHO USE LEATHER IN ANY FORM

OIL of Tannin or Leather Restorer. A NEW CHEMICAL DISCOVERY.—Most people know, that *skins* and *hides* are converted into *leather* by the use of Tannin extracted from certain barks, &c.

When the force and strength of Tannin is worn out, leather becomes *dead, hard, dry, brittle, cracked covered with a crust, &c. THIS ALL KNOW.* To restore then *life, softness, moistness, strength, smoothness*, and remove all crust, fly, or blister—*restore the tannin.* This *substance* the leather never can receive the second time; but the whole *virtues* of it are in this article, the OIL OF TANNIN—which penetrates the stiffest and hardest leather, if it has been twenty years in use; and if it tears easily with the fingers, it imparts at once a strength that is utterly incredible until seen. *It becomes like new leather*, in all respects, with a delightful softness and polish, and makes all leather *completely* and *perfectly impervious* to water—particularly boots, shoes, carriage-tops, harness, hose, trunks, and in fact *all things made of leather*, giving a splendid polish, even higher than new leather has, and *at least doubling* its wear and durability, in whatever manner the leather is used. THESE ARE FACTS.

Those who will may wear old shoes, groan with corns, ride with old carriage-tops—have old harness, and throw them away half used—look filthy themselves, and all about them—expend double what is necessary for articles of leather, to their hearts' content, for what we care, if their prejudices are so strong, they will not try a new discovery. We have no favors to ask of them, they are the greatest sufferers, and we *beg* for nobody's custom or patronage. Now, gentlemen, please yourselves.

☞None genuine unless with the fac simile signature of COMSTOCK & Co. *For Sale at the Drug Store of Dr. N. L. Stith, Raleigh.*

Horses that have Ring-Bone, Spavin, Wind Galls, &c., are cured by ROOFS' SPECIFIC; and *FOUNDERED* Horses entirely cured by Roofs' Founder Ointment. Mark this, all horsemen.

Corns.—The French Plaster is a sure cure.

East India Hair Dye—Colors the hair any shade you wish, but will not color the skin.

DR. Bartholomew's EXPECTORANT, will prevent or cure all incipient consumption, Coughs and Colds, if taken in time, and is a delightful remedy. Remember the name, and get *Comstock's.*

Sarsaparilla.—COMSTOCK'S *Compound Extract.* There is no other preparation of Sarsaparilla that can exceed or equal this. If you are sure to get *Comstock's*, you will find it superior to all others. It does not require puffing.

DR. Lin's CELESTIAL BALM OF CHINA. A positive cure for the piles, and all external ailings—all internal irritations brought to the surface by friction with this Balm;—so in coughs, swelled or sore throat, tightness of the chest, this Balm applied on a flannel will relieve and cure at once. Fresh wounds or old sores are rapidly cured by it.

Lin's Spread Plasters.—A better and more nice and useful article never was made. All should wear them regularly.

Lin's Temperance Bitters: on the principle of substituting the *tonic* in place of the *stimulant* principle, which has reformed so many drunkards. To be used with Lin's BLOOD PILLS, superior to all others for cleansing the system and the humors affecting the blood, and for all irregularities of the bowels, and the general health.

Rheumatism, and LAMENESS positively cured, and all shrivelled muscles and limbs are restored, in the old or young, by the *Indian Vegetable Elixir and Nerve and Bone Liniment*—but never without the name of Comstock & Co. on it.

Headache.—DR. SPOHN'S headache remedy will effectually cure sick headache, either from the nerves or bilious. Hundreds of families are using it with great joy.

Piles &c., are wholly prevented or governed if the attack has come on, if you use the *only* true *Hays' Liniment*, from Comstock & Co. All sores and every thing relieved by it that admits of an outward application. It acts like a charm. Use it.

Baldness.—BALM OF COLUMBIA, *For the Hair*, which will stop it if falling out, or restore it on bald places; and on children make it grow rapidly, or on those who have lost the hair from any cause.

ALL VERMIN that infest the heads of children in schools, are prevented or killed at once.

Find the name of COMSTOCK & CO. on it, or never try it. *Remember this always.*

All the above medicines, are For Sale at the Drug Store of Dr. N. L. Stith, Raleigh.

January 4, 1843. 427-12m.

PAINTING, &c.

THE subscriber is prepared to execute all kinds of **House and Sign Painting,** Imitations of every variety of Marble, and of all kinds of Wood; also, Wall Painting, Paper-hanging, Glazing, and GILDING on Wood and Metallic substances of every description, *in the late French style*, &c., attended to at the shortest notice, and done in a superior style of workmanship.

Military Flags and Bannors painted in the neatest style, on the shortest notice, and much cheaper than they can be done elsewhere. [☞Refer to the Adjutant General of North Carolina.]

Persons wishing Painting of any description executed, by calling at the Cabinet Ware Room of Mr. William Thompson, opposite the South East corner of the Capitol Square, may expect to have it done to their entire satisfaction. C. FRAZIER.

Raleigh, Feb. 1, 1843. con.—431-tf.

NOTICE.—HARDY M. CULLEY, JOHN JORDAN and HIRAM HINES, are hereby notified to come forward and receive a legacy which is due to them, in consequence of the death of SARAH EXUM, of Wayne county.

Jan. 18, 1843. 429-4t p.

THE SUBSCRIBER offers his services to the Public as an Agent to buy or sell Bank or other Stocks or Public Securities in North Carolina. His charge will be one per cent. on the amount bought or sold. D. W. STONE.

Raleigh, Oct. 11, 1841. 377-tf-y p.

STOP THE RUNAWAY.—Ranaway from the subscriber, on the 1st day of January, 1843, a negro boy named HUDSON, about 23 or 24 years old, 5 feet 9 or 10 inches high, dark complexion, his upper front teeth somewhat decayed, has an impediment in his speech, or stutters when frightened. Said boy had on when he left me, a white wool hat; a dark mixed