(Concluded from first page.)

their rulers not only feel, but express sympathies in favor of one of the belligerent powers; and surely, sir, the gentleman must feel no small sympathy for one of the belligerents, if he believes the character of the quarrel to be such as he has described.

In my judgement, sir, the U. S. have nothing to do with the character of the quarrel of the belligerents; but I differ entirely with the gentleman on this point. I believe the character of the quarrel is precisely the same on both sides—they are both fighting for lawless domination—and I believe that G. Britain has full as much chance of conquering France, as France has of conquering G. Britain. The only difference between them consists in the difference in the objects of their lawless domination. France claims dominion on the land, G. Britain on the water; they are both equally hostile to us.

The difference to us consists only in the different degrees of force they can bring to bear upon us—in this respect G. Britain does us most injury. We are, thank God, remote from the influence of French power; but the power of G. Britain extends to our shores. France, when she can, seizes and burns our vessels—G. Britain having more power on the ocean, seizes and confiscates them. The only limit of their hostility is the limit of their power. Both are equally the objects of our just resistance and punishment if we possessed the power.

I rejoice that I have heard no apologist for France on this floor, nor any where else. I feel, sir, a condescension in introducing, for the purpose of denying, the idle and ridiculous tale of French influence, which has so disrespectfully and disgracefully to our country, been circulated by newspapers. Sir, this idle and ridiculous tale of French influence, I have strong reasons to believe, was originally suggested by British influence. The tale was probably invented by the British cabinet about the same time of the invention of the tale respecting the secret article in the treaty of Tilsit, that the Danes had agreed to give up their fleet to the French emperor to facilitate his invasion of Great Britain. This tale lord Hutchinson has since pronounced, in the British Parliament, to be a falsehood. About the same period this same energetic British cabinet probably determined upon the destruction of American commerce, although the orders for that purpose were not actually issued for several months afterwards. Some tale was thought necessary for the justification of the act, and the suggestion of French influence operating upon our councils was probably the one suggested.

I have heard it said, and believe it to be true, that the governor of Nova Scotia made the suggestion, in a letter addressed to certain British partisans in Boston. It is hardly to be presumed, that he would have taken upon himself, the responsibility of such a suggestion without the authority of the cabinet. I am inclined to think that this fact could be proved in a court of justice. Perhaps there may be gentlemen here from Boston, who could give us more particular information upon this subject. I feel, sir, a condescension in touching upon this subject. I wish to see all extraneous influence utterly banished from the country, and the only operating influence—American influence.

I have now, sir, gone through this unpleasant, and, I fear, unprofitable discussion, respecting the character of measures heretofore adopted by the government; the only hope I have from it is, that it may put us into a better temper for deliberating on the measures now proper to be adopted. Let me then, Mr. President, call the attention of the Senate, to the actual situation of the United States at this time.

The U. S. are now left alone to protect neutral principles against the belligerent encroachments of a warring world. In all former wars, the belligerent encroachments have been proportioned to the influence of the powers at war, compared to the influence of those remaining at peace; but I believe history presents no example of the warring powers at any former time putting at defiance all neutral rights, all public law. It remained for the present times to witness this unexampled aggression; and it remained for the U. S. alone to bear the shock. This state of things imposes on them a great, a sacred obligation. The obligation of protecting neutral principles—principles which lessen the inducements to war, and mitigate its rigor—principles highly interesting to mankind; not only to the present, but to future generations, and in a peculiar manner, to the people of the U. S. This arises from their remote situation from the great contending nations of Europe. Hitherto, sir, the talents displayed in defining and the magnanimity in protecting these principles, have obtained for the U. S. the respect and sympathy of an astonished world—And shall we, sir, at the moment of an extraordinary pressure, basely abandon them without striking a blow! Forbid it interest! Forbid it honor! Forbid it American gallantry! But, sir, some gentlemen seem not sufficiently impressed with the hostile character of the belligerent aggressions. With respect to those of France, there is but one opinion. They amount to hostility itself—But, sir, to my astonishment, the acts of G. Britain seem not to have made the same strong impression on the minds of some gentlemen. Let me then enquire, sir, into the real character of acts, which can by some gentlemen be palliated or excused? They are acts amounting to colonization and taxation. To the exercise of the national sovereignty of the U. S. G. Britain has even gone so far, as to exercise an act of sovereignty over the people of the U. S. which they would not entrust to Congress; but retained to themselves in their highest sovereign capacity.

The British orders of council, now sanctioned by an act of parliament, direct all vessels, laden with the produce of the U. S. destined to any of the ports of the enemies of G. Britain, to call at a British port, there to pay an enormous transit duty, and accept a license for the further prosecution of the voyage; and upon refusal, they are forced to do so by British armed ships. This is literally and precisely the introduction of the old, and long established colonial principle of coercing all the commerce of the colony to the ports of the mother country, there to pay a transit duty for their protection by the mother country. In the colonial state, the mandate of the mother country was sufficient to effect this object.—Now the same object is effected by an armed force. This is the only real difference in the two cases. But, sir, this is not all; G. Britain has attempted by an act of Parliament, to exercise an act of sovereignty over the U. S. solemnly given by the people to their Congress. Amongst the powers given to Congress, I find these words. "Congress shall have power to regulate commerce with foreign nations," &c. Now, sir, permit me to read an extract from an act of Parliament, and see whether it does not only impose a tax upon American productions, but also exercise this act of national sovereignty delegated by the people to Congress.

"And whereas it is expedient and necessary in order effectually to accomplish the object of such orders, that duties of customs should be granted upon certain goods exported from G. Britain; we, your majesty's most dutiful and loyal subjects, the Commons of the United Kingdom, in Parliament assembled, do most humbly beseech your majesty that it may be enacted; and be it enacted by the king's most excellent majesty, by and with the advice and consent of the lords spiritual and temporal, and commons, in this present Parliament assembled, and by the authority of the same, that from and after the passing of this act, there shall be raised, levied, collected and paid unto his majesty, his heirs and successors, upon all goods, wares, and merchandise, enumerated or described in the tables (A.) (B.) and (C.) annexed to this act, exported from G. Britain, the several duties and customs, as the same are respectively described and set forth in figures in said tables."

In those tables marked A. B. C. are to be found productions of the U. States. It has been said, that Great Britain may lay an export duty upon any goods within her ports. That is readily admitted—it being a mere municipal regulation. But G. Britain has no right to compel our ships to carry our productions into her ports, for the purpose of imposing duties thereon; and this is the act regulating our commerce, of which I complain.

Again sir, Great Britain has attempted by this act of Parliament to lay an export duty upon the productions of the United States, a power not even entrusted to the discretion of Congress. I find in the constitution, these words: "no tax or duty shall be laid on articles exported from any state." Here then is an express prohibition to Congress against laying a duty on any articles articles exported from any state; yet Great Britain has attempted by an act of Parliament, to lay an export duty on cotton exported from one of the U. S.—an authority which can only be exercised by the people in their highest sovereign capacity. It is true, sir, that Mr. Canning offered to commute this duty into an intire prohibition of the article, as an export from G. Britain. This, sir, was only adding insult to injury, & shewed that Mr. Canning possessed very little knowledge of the human character, if he expected to soothe the feelings by insulting the understanding.

I regret, that so much respect was shewn to this proposion, as to forward it to our government. It would have been more agreeable to me, if the American minister had thrown the proposition back upon Mr. Canning.

It is true, Mr. President, that the export duty is to be collected in London, & not in Charleston. But, sir, it is not the better in principle on that account; and it is worse in practice. A vessel sailing from Charleston, is to be forced into London, for the purpose of paying this tribute—better would it be to collect it in Charleston; because the circuity of the voyage would be saved, and many other vexations and expenses avoided which are now incurred by being forced into London, to make the payment; and if this measure were to be submitted to, I should not be at all surprised to see his most gracious majesty in the spirit of a mitigated retaliation, send out his collectors to the ports of the United States for the accommodation of our merchants. In that case, I presume, we should all admit it to be a duty imposed upon an article exported from a particular state. Are we, sir, not only basely to surrender to Great Britain our rights, entrusted to us by the people, but treacherously to them to surrender rights reserved to themselves in their highest sovereign capacity? And in a case like this, sir, can it be necessary to resort to argument, to rouse the indignant feelings of the American people?

Mr. President, the eyes of the world are now turned upon us; if we submit to these indignities and aggressions, Great Britain herself would despise us; she would consider us as an outcast amongst nations; she would not own us for her offspring; France would despise us; all the world would despise us; and what is infinitely worse, we should be compelled to despise ourselves!!! If we resist, we shall command the respect of our enemies, the sympathies of the world, and the noble approbation of our own consciences.

Mr. President, our fate is in our own hands; let us have union, and we have nothing to fear. So highly do I prize union, at this awful moment, that I would prefer any one measure of resistance with union, to any other measure of resistance with division: let us, then, sir, banish all personal feelings; let us present to our enemies, the formidable front of an indissoluble band of brothers; nothing else is necessary to our success. Mr. President, unequal as this contest may seem; favored as we are by our situation, and under the blessings of a beneficent Providence, who has never lost sight of these United States, in times of difficulty and trial, I have the most perfect confidence, that if we prove true to ourselves, we shall triumph over our enemies. Deeply impressed with these considerations, I am prepared to give to the resolution a flat and decided negative.

NOTE.—It was intended, in the course of the foregoing observations, to shew, that the British board of trade had, at length, undertaken to regulate our commerce with foreign nations, even when it did not pass through British ports. The paper intended to be offered as evidence of this fact, was then mislaid. It is now subjoined for that purpose.

"The lords of the committee of council, for trade and foreign plantations, having authorised us to make public the following answers to certain questions proposed by us to their lordships, we publish them for the information of all whom they may concern.

THOS. BARING,
A. GLENNIE,
THOS. MULLETT.

London, 15th Aug. 1808.

QUESTION 1.—His Majesty's order in council of the 4th July 1808, having ordered, that all hostilities against Spain on the part of his majesty shall immediately cease, and that the blockade of all the ports of Spain, except such as may be still in possession, or under control of France, shall be forthwith raised—

Can an American vessel proceed from a port in the U. S. of America, with a cargo, the produce of the U. S. or colonial produce, direct to any port of Spain or Portugal, not being in the possession of the enemies of G. Britain, and return back to a port in the U. S. direct, with a cargo the growth or produce of Spain or Portugal, without being liable to capture and condemnation, under the orders of council of the 11th and 25th of November 1807, and the several acts of Parliament passed to carry them into effect?

ANSWER.—American vessels may proceed from a port in the U. S. of America, with a cargo, the produce of the U. S. or colonial produce, *provided such produce be not the produce of the enemy's colonies,* direct to any port of Spain or Portugal; such port not being in the possession, or under the control of the enemies of G. Britain, and return back to a port in the U. S. direct, with a cargo the growth or produce of Spain or Portugal.

QUESTION 2.—Can an American vessel, having entered a port in Spain, previous to the commencement of hostilities by the patriots against the enemy, proceed from such port with a cargo, the growth and produce of Spain, direct to a port in the U. S. without being liable to a seizure and condemnation as above?

ANSWER.—An American vessel having entered a port in Spain, previous to the commencement of hostilities by the patriots against the enemy, may proceed from such port with a cargo the growth and produce of Spain, direct to a port in the U. S. without being liable to seizure and condemnation as above, *unless the vessel entered in breach of the orders in council.*"

PROPOSALS for carrying Mails of the United States, on the following post roads, will be received at the General Post-Office in Washington, until the 16th day of January next inclusive.

(Continued.)

43. From Bowling Green, by Bailorsville, Broadus's mill, Harrisonville, Newtown, Dunkirk, Walkerton, King William c h, Daily Point, & Cumberland, to New Kent c h once a week. Leave Bowling Green every Tuesday at 6 *a m* & arrive at New Kent c h on Wednesday by 10 *a m.*——*Returning.* Leave New Kent c h every Wednesday at 2 *p m* & arrive at Bowling Green on Thursday by 8 *p m.*

44. From Richmond by Hanovertown, Aylett's and Dunkirk, to Tappahannock once a week. Leave Richmond every Wednesday at 1 *p m*, arrive at Dunkirk on Thursday by 8 *a m.* Leave Dunkirk at 9 *a m.* and arrive at Tappahannock by 1 *p m.*——*Returning.* Leave Tappahannock every Sunday at 6 *a m* & arrive at Richmond on Monday by noon.

45. From Dunkirk, by King and Queen c h, Shackleford's, Gloucester c h & North End, to Matthews c h, once a week. Leave Dunkirk every Thursday at 8 *a m* & arrive at Matthews c h on Friday by 7 *p m.*——*Returning.* Leave Matthews c h on Saturday at 6 *a m*, & arrive at Dunkirk on Monday by 6 *p m.*

46. From Richmond, by Granville to Charles City c h, once a week. Leave Charles City c h every Tuesday at 6 *a m*, & arrive at Richmond by 4 *p m.* Leave Richmond every Wednesday at 6 *a m* and arrive at Charles City c h by 6 *p m.*

47. From Fredericksburg, by Orange c h, Lindsay's store, Charlottesville, New York & Wanesburg to Staunton twice a week. Leave Fredericksburg every Tuesday & Saturday at noon, arrive at Charlottesville on Wednesday & Sunday by 5 *p m.* Leave Charlottesville at 5 1-2 *p m* and arrive at Staunton on Thursday & Monday by 11 *a m.* *Returning.* Leave Staunton every Thursday & Monday at 1 *p m* arrive at Charlottesville on Friday and Tuesday by 7 *a m.* Leave Charlottesville at 7 1-2 *a m* and arrive at Fredericksburg on Saturday and Wednesday by 11 *a m.*

48. From Staunton by Middlebrook, Brownsburg, Lexington, Natural Bridge, Pattonsburg, Fincastle, Amsterdam, Salem, Airmont, and Montgomery c h to Wythe c h, twice a week. Leave Staunton every Monday and Thursday at 1 *p m*, arrive at Fincastle on Tuesday & Friday by 7 *p m*, arrive at Montgomery c h on Wednesday and Saturday by 8 *p m* & arrive at Wythe c h on Thursday and Sunday by 8 *p m.*——*Returning.* Leave Wythe c h every Monday and Friday at 4 *a m*, arrive at Montgomery c h by 8 *p m*, arrive at Fincastle on Tuesday & Saturday by 8 *p m* and arrive at Staunton the next Thursday and Monday by 11 *a m.*

49. From Wythe c h, by Crab Orchard, Abingdon, Blountsville, Rossville, Rogersville, Whitesides, Beene's Station, & Rutledge, to Knoxville twice a week. Leave Wythe c h every Monday and Friday at 4 *a m* & arrive at Sullivan c h on Tuesday and Saturday by noon, at Beene's Station on Wednesday and Sunday by 2 *p m* and at Knoxville on Thursday & Monday by 11 *a m.* *Returning.* Leave Knoxville every Monday and Thursday at 1 *p m*, arrive at Beene's Station on Tuesday & Friday by 10 *a m*, at Sullivan c h on Wednesday and Saturday by noon, & at Wythe c h, on Thursday & Sunday by 8 *p m.*

50. From Richmond by Goochland c h, George's, Timberlake's, and Milton, to Charlottesville, twice a week. Leave Richmond every Tuesday & Saturday at 6 *a m*, and arrive at Charlottesville on Wednesday & Sunday by 4 *p m.*——*Returning.* Leave Charlottesville every Tuesday & Friday at 8 *a m*, & arrive at Richmond on Wednesday & Sunday by 7 *p m.*

51. From Richmond, by Hopkin's, Powhatan c h, Cartersville, New Canton, Buckingham c h, and Bent Creek, to Lynchburg once a week. Leave Richmond every Friday at 3 *p m*, arrive at Powhatan c h on Saturday by 9 *a m* and at Lynchburg on Monday by 10 *a m.* Leave Lynchburg every Monday at 2 *p m* & arrive at Powhatan c h on Wednesday by 3 *p m.* Leave Powhatan c h at 4 *p m* & arrive at Richmond on Thursday by 10 *a m.*

52. From Lynchburg by New London & Liberty to Fincastle, once a week. Leave Fincastle every Sunday at 6 *a m*, & arrive at Lynchburg on Monday by 10 *a m.* Leave Lynchburg every Monday at 2 *p m* & arrive at Fincastle on Tuesday by 7 *p m.*

53. From Richmond, by Manchester, Chesterfield c h, Springfield, Colesville, Genito Bridge, Pridesville, Perkinsonville, Painsville, Ligntown & Jamestown, to Farmesville once a week. Leave Farmsville every Monday at 6 *a m* and arrive at Richmond on Tuesday by 4 p m. Leave Richmond every Wednesday at 8 *a m* and arrive at Jamestown on Thursday by 8 *p m.*

54. From Powhatan c h, by Cumberland c h, Ca-Ira, Farmsville, Prince Edward court house, Charlotte court house, to Halifax c h, once a week. Leave Powhatan c h every Saturday at 10 *a m* arrive at Prince Edward c h on Sunday by 4 *p m* & arrive at Halifax c h on Monday by 4 *p m.* Leave Halifax c h on Tuesday at 4 *a m*, arrive at Prince Edward c h on Wednesday by 6 *a m.* Leave it at 6 1-2 *a m* & arrive at Powhatan c h on Wednesday by 3 *p m.*

55. From Prince Edward's c h, by Leicester, Wheeler's Springs, Reeds & Campbell c h to New London once a week. Leave Prince Edward c h every Sunday at 4 1-2 *p m* & arrive at New London on Monday by 8 *p m.*——*Returning.* Leave New London on Tuesday at 4 *a m* & arrive at Prince Edward c h on Wednesday by 6 *a m.*

56. From Halifax c h by Danville, and Dixousville, to Lenox Castle, N. C. once a week. Leave Lenox Castle every Sunday at 6 *a m* & arrive at Halifax c h on Monday by 6 *p m.* Leave Halifax c h every Tuesday at 6 *a m* and arrive at Lenox Castle on Wednesday by 6 *p m.*

57. From Halifax c h, by Halifax Oldtown, Pittsylvania c h, Pittsylvania old c h, Peytonsburg, Henry c h, Hughesville, & Patrick c h to Germanton once a week. Leave Halifax c h every Tuesday at 6 *a m*, arrive at Henry c h on Wednesday by 3 *p m* & at Germanton on Friday by 10 *a m.*——*Returning.* Leave Germanton every Friday at 2 *p m* & arrive at Henry c h on Sunday by 3 *p m.* Leave Henry c h at 4 *p m* and arrive at Halifax c h on Monday by 6 *p m.*

58. From Henry c h, by Rocky Mount, to Liberty, once a week. Leave Henry c h every Thursday at 6 *a m* & arrive at Liberty on Friday by 11 *a m.* Leave Liberty every Friday at 1 *p m* and arrive at Henry c h on Saturday by 6 *p m.*

59. From Petersburg, by Brookington, Namazeen Bridge, Henderson, Nottoway c h, Hungarytown, Double Bridge, Haleysburg, Williesville, Bibb's Ferry, & Scottsburg, to Halifax c h, once a week. Leave Petersburg every Friday at 2 *p m*, arrive at Williesville on Monday by 9 *a m.* Leave Williesville at 10 *a m* and arrive at Halifax c h by 4 *p m.*——*Returning.* Leave Halifax c h on Tuesday at 6 *a m* and arrive at Williesville by 2 *p m.* Leave Williesville at 3 *p m* and arrive at Petersburg on Friday by 10 *a m.*

60. From Harrisville, by Fielder's mill, Quarlesville, M'Farlands, Lunenburg c h, Christiansville, Marshallsville, Mecklenburg c h, St. Tammy's, Gee's Bridge, Edmundton, & Fielder's mill to Harrisville, once a week. Leave Harrisville every Tuesday at 6 *a m*, arrive at Marshallsville by 5 *p m.* Leave there on Wednesday at 5 *a m* & arrive at Harrisville by 6 *p m.*

61. From Harrisville, by Bellfield, Hicks's ford & Alexandria, to Halifax, twice a week. Leave Harrisville every Tuesday and Saturday at 5 *a m* and arrive at Halifax by 3 *p m.* Leave Halifax every Wednesday & Sunday at 5 *a m* and arrive at Harrisville by 8 *p m.* The mail is to pass by Putney's store and Dancey's on Tuesday and Sunday.

62. From Petersburg, by Sussex c h, Jerusalem & South Quay, to Murfreesboro', N. C. once a week. Leave Petersburg every Tuesday at 6 *a m* and arrive at Murfreesboro' on Wednesday by 4 *p m.*——*Returning.* Leave Murfreesboro every Sunday at 8 *a m* and arrive at Petersburg on Monday by 6 *p m.*

63. From Smithfield, by Urquhart's store, Jerusalem, Bethlehem Cross Roads and the Cross Keys, to Hicks's Ford, once a week. Leave Hicks's Ford every Thursday at 5 *a m* and arrive at Smithfield on Friday by 7 *p m.*——*Returning.* Leave Smithfield every Saturday at 7 *a m* and arrive at Hicks's Ford on Sunday by 7 *p m.*

64. From Suffolk, by Everitt's Bridge & Gates c h, to Edenton N. C. twice a week. Leave Suffolk every Wednesday & Sunday at 10 *a m*, & arrive at Edenton on Thursday & Monday by 5 *p m.* Leave Edenton every Tuesday & Saturday at 4 *a m* & arrive at Suffolk on Wednesday & Sunday by 8 *a m.*

65. From Norfolk by Kempsville, N. W. R. Bridge, Tulls Creek, N. C. Indiantown, Currituck c h, Jonesboro', Elizabeth City, Nixonton & Hertford to Edenton, once a week. Leave Norfolk every Tuesday noon, & arrive at Edenton the next Friday by 10 *a m.*——*Returning.* Leave Edenton every Friday at 2 *p m* & arrive at Norfolk the next Tuesday by 6 *a m.*

66. From Charlottesville, by Warren, Warminster, New Market, New Glasgow, Amherst c h, & Madison, to Lynchburg, once a week. Leave Charlottesville every Thursday at 6 *a m* & arrive at Lynchburg on Friday by 6 *p m.* Leave Lynchburg every Saturday at 6 *a m* & arrive at Charlottesville on Monday by 10 *a m.*

67. From Lynchburg by Bethell, Pedlars's mills, and Wincanton, to Lexington once a week. Leave Lynchburg every Monday at 2 *p m* arrive at Lexington on Tuesday by 3 *p m.* Leave Lexington at 5 *p m* and arrive at Lynchburg on Wednesday by 8 *p m.*

68. From Lynchburg, by Hermitage and Hunter's Tavern, to Prince Edward c h, once a week. Leave Lynchburg every Monday at 2 *p m*, arrive at Prince Edward c h on Tuesday by noon. Leave Prince Edward c h every Tuesday by 2 *p m* and arrive at Lynchburg on Wednesday by noon.

69. From Lynchburg, by Campbell c h, Hanson's store, Marysville, Grasty's store, Stone's store, Pittsylvania c h, and Beaver's, to Danville, once in two weeks. Leave Lynchburg every other Monday at 2 *p m*, arrive at Danville on Thursday by 4 *p m.* Leave Danville every other Friday at 6 *a m* and arrive at Lynchburg on Monday by 8 *a m.*

70 From Staunton, by Kinkaids, the Warm Springs, or Bath c h, Morris's, Callaghans, and the Sulphur Springs, to Lewisburg, and from thence by Uniontown, the Sweet Springs, Callaghans, &c. to Staunton, once a week. Leave Staunton every Thursday at 2 *p m* and arrive at Lewisburg on Sunday by 10 *a m.* Leave Lewisburg by noon, and arrive at Staunton the next Thursday by 10 *a m.*

71. From Lewisburg, by Boyer's, Huff's, Morris's, Kenhaway c h, Point Pleasant, Gillipolis, and Sciota salt works, to Chillicothe once in two weeks. Leave Lewisburg every other Sunday at noon, arrive at Chillicothe on Friday by 4 *p m.* Leave Chillicothe every other Saturday at 6 *a m* and arrive at Lewisburg the next Saturday by 10 *a m.*

72. From Wythe c h by Austinville, Graysen c h, Scull Camp, Mount Airy, and Bethania to Salem N. C. once a week. Leave Wythe c h every Monday at 6 *a m* and arrive at Salem the next Friday by 10 *a m.*——*Returning.* Leave Salem every Saturday at 6 *a m* and arrive at Wythe c h, on Sunday by 6 *p m.*

73. From Wythe c h, by Tazewell c h, Russel c h, and Lee c h, to Robinson's mills, once in two weeks. Leave Wythe c h every other Monday at 6 *a m*, arrive at Robinson's mills on Thursday by 6 *p m.* Leave Robinson's mills every other Friday at 6 *a m*, arrive at Wythe c h on Monday by 6 *p m.*

74. From Waterford, by Braden's store, Janney's store, and Snicker's Gap to Uppervillle, once a week. Leave Waterford every Wednesday at 10 *a m*, arrive at Upperville on the next Thursday by 2 *p m.* Leave Upperville every Thursday at 4 *p m*, arrive at Waterford on Friday by 6 *p m.*

75. From Leesburg to Centreville, once a week. Leave Leesburg every Saturday at 4 *a m*, arrive at Centreville same day by 11 *a m.* Leave Centreville every Saturday at noon, arrive at Leesburg on same day by 7 *p m.*

76. From Petersburg to City Point. Leave City Point every Monday at 6 *a m* arrive at Petersburg same day by 9 *a m.* Leave in two hours and return to City Point by 5 *p m.*

IN NORTH-CAROLINA.

77. From Edenton, by Lee's mills, and Plymouth, to Washington, once a week. Leave Edenton every Tuesday at 6 *a m*, arrive at Plymouth by 7 *p m.* Leave Plymouth on Wednesday at 6 *a m* and arrive at Washington by 6 *p m.*——*Returning.* Leave Washington on Sunday at 6 *a m*, arrive at Plymouth by 4 *p m.* Leave Plymouth at 4 1-2 *p m* and arrive at Edenton on Monday by 4 *p m.*

78. From Washington, by Bath, to Woodstock, once a week. Leave Woodstock every Wednesday at 7 *a m* and arrive at Washington by 4 *p m.* Leave Washington at 7 *p m* and arrive at Woodstock on Thursday by 2 *p m.*

79. From Newbern, by Trenton, North West Landing, and Richmond, to Wilmington, once a week. Leave Newbern every Tuesday at 5 *a m* and arrive at Wilmington on Thursday by 10 *a m.* Leave Wilmington every Thursday at 2 *p m* and arrive at Newbern on Saturday by 7 *p m.*

80. From Newbern to Beaufort once in two weeks. Leave Newbern every other Friday at 6 *a m* and arrive at Beaufort on Saturday by 10 *a m.* Leave Beaufort the same day at 2 *p m* and arrive at Newbern on Sunday by 6 *p m.*

81. From Warrenton, by Ransom's Bridge, Jonesville, Halifax, Scotland Neck, Hogton, Williamston, Daily's, Plymouth, and Lee's mills, to Scuppernong, once a week. Leave Warrenton every Tuesday at 4 *a m*, arrive at Ransom's bridge by noon. Leave Ransom's bridge at 1 *p m* and arrive at Halifax by 6 *p m.* Leave Halifax at 7 *p m* and arrive at Scotland Neck Leave there at and arrive at Scuppernong on Friday by 11 *a m.*——*Returning.* Leave Scuppernong every Friday at 1 *p m*, arrive at Scotland Neck on at Leave Scotland Neck at and arrive at Halifax on Monday by 8 *p m.* Leave Halifax at 8 1-2 *a m*, arrive at Ransom's bridge by noon. Leave Ransom's bridge at 1 p m and arrive at Warrenton by 7 p m.

82. From Halifax, by Northampton c h, Princeton, Murfreesboro', Winton, Colerain, Pitch Landing and Windsor, to Edenton, once a week. Leave Halifax every Wednesday at 4 *a m* and arrive at Murfreesboro', by 4 p m. Leave Murfreesboro', by 5 p m and arrive at Edenton on Friday by 10 *a m.* *Returning.* Leave Edenton every Friday at 2 p m, arrive at Murfreesboro,' on Sunday by 7 *a m* and at Halifax by 8 *p m.*

83. From Warrenton by Ransom's bridge and Jonesboro to Tarboro', thence by Nash c h, and Stille's store to Warrenton, once a week. Leave Warrenton every Friday at 8 *a m* and arrive at Tarboro' on Saturday by 1 p m. Leave Tarboro' at 2 p m and arrive at Warrenton on Monday by 8 p m.

(To be continued.)