TERMS OF THE CAROLINA WATCHMAN.

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Letters to the Editor must be post paid.

THE CAROLINA WATCHMAN.

J. J. BRUNER,
Eitdor & Proprietor.

"KEEP A CHECK UPON ALL YOUR RULERS.

DO THIS, AND LIBERTY IS SAFE." *Gen'l Harrison.*

NEW SERIES.
VOLUME IX—NUMBER 30.

SALISBURY, N. C., THURSDAY, NOVEMBER 25, 1852.

OFFICIAL VOTE OF NORTH CAROLINA.

We present below a Tabular Statement of the vote of North Carolina, for Kerr and Reid in August, and for Scott and Pierce in November, 1852:

	Kerr.	Reid.	Scott.	Pierce.	W. gain.	W. loss.
Alexander,	361	230	219	98	00	10
Anson,	1088	513	992	369	48	00
Ashe,	551	916	558	396	527	00
Burke,	1216	489	761	389	00	375
Buncombe,	946	684	557	376	00	81
Bladen,	358	631	371	582	00	62
Bertie,	847	554	498	444	00	53
Beaufort,	343	271	910	574	43	00
Brunswick,	527	420	352	301	00	21
Cabarrus,	714	441	642	371	00	2
Craven,	597	698	583	694	00	10
Cumberland,	783	1388	811	1488	00	72
Chowan,	249	228	225	219	00	15
Columbus,	198	443	178	357	66	00
Camden,	488	122	503	107	30	00
Carteret,	411	392	414	388	7	00
Cherokee,	540	551	534	290	244	00
Caswell,	270	1013	226	931	38	00
Chatham,	995	980	1008	725	268	00
Caldwell,	600	196	493	146	00	57
Currituck,	178	603	134	490	69	00
Cleveland,	305	870	211	494	282	00
Davidson,	951	746	1010	497	317	00
Davie,	490	345	414	259	10	00
Duplin,	190	1072	186	930	138	00
Edgecomb,	104	1425	89	1454	00	44
Franklin,	341	721	363	704	39	00
Granville,	1005	1063	991	945	104	00
Guilford,	1524	408	1552	345	163	00
Greene,	347	361	325	326	15	00
Gates,	363	406	368	368	43	00
Haywood,	368	551	314	302	195	00
Halifax,	551	541	497	424	63	00
Hertford,	360	246	290	236	00	60
Hyde,	368	408	335	227	148	00
Henderson,	762	340	493	210	00	139
Iredell,	1035	393	909	280	00	13
Jones,	214	240	191	201	16	00
Johnston,	733	883	708	870	00	12
Lenoir,	267	459	282	397	77	00
Lincoln,	680	1934	621	1418	457	00
Madison,	278	168	000	000	00	00
Martin,	260	676	289	567	138	00
Moore,	615	646	546	484	93	00
Montgomery,	706	209	620	132	00	9
Macon,	451	432	309	240	88	00
Mecklenburg,	721	1421	680	1115	265	00
Nash,	84	1030	88	1030	4	00
New Hanover,	350	1342	383	1400	00	25
Northampton,	504	586	455	530	7	00
Onslow,	167	696	175	597	107	00
Orange,	1528	1796	1441	1307	402	00
Pasquotank,	453	247	539	316	17	00
Perquimmans,	347	312	323	270	19	00
Pitt,	636	649	679	602	20	00
Person,	341	550	263	471	1	00
Robeson,	693	760	660	732	5	00
Rockingham,	356	1072	342	823	235	00
Rowan,	776	712	836	672	100	00
Rutherford,	1106	506	761	301	00	140
Randolph,	1279	439	1036	277	00	81
Richmond,	624	194	678	146	102	00
Sampson,	509	905	604	867	133	00
Surry,	1206	1376	1046	887	279	00
Stokes,	1132	1481	1081	1237	193	00
Stanly,	896	80	714	58	000	160
Tyrrell,	282	114	186	87	31	00
Wake,	1102	1561	1032	1357	134	00
Warren,	162	697	167	691	11	00
Washington,	247	297	302	210	142	00
Wayne,	283	1196	286	1067	132	00
Wilkes,	1345	393	1073	242	000	121
Yancy,	336	694	236	357	237	00
	42,993	48,484	39,058	39,744	50	
		42,993		39,058		
		5,491		686		

Written for Neal's Saturday Gazette.

THE BROKEN VOW.

BY LAURA LINTON.

It was a lovely summer eve. Day had departed, and the sweet moon was gilding every object with her silver rays.

Near an open window of a neat parlor, almost hidden beneath the flowing curtain, sat a young and lovely girl. She seemed in deep thought, though a certain tremulousness of manner, and the bright spot that burned on either cheek, betokened that all was not peace within her bosom. Her soft eyes were cast down and shaded by their long lashes; her slight and girlish figure, and the extreme delicacy of her features might have made the observer fancy her all softness, but for the firmly compressed lips of her beautiful mouth, that feature which more than any other betokens decision of character.

Rumor "with her hundred tongues" had been busy with the name of him she loved; he to whom but the evening before she had plighted her young heart's first and purest affections. "Could it be," she asked herself again and again, "could it be that he would so degrade himself; that last evening, above all others, he should have taken part in a midnight brawl; that he should be so intoxicated as to be led home by those whose intimate companionship he would have shunned the day before?"—and she wrung her hands in bitterness of heart.

Presently a rapid step was heard along the gravel walk and upon the steps of the piazza. She started up, clasped her hands together, nerved herself for a moment, and then sunk again into her seat. A noble and manly form entered a moment after. He had a countenance cast in nature's finest mould, with perhaps no fault in its expression but an air of impatience and self-will, that seemed as if he would not yield to any restraint. His step was now unsteady, his countenance flushed, and his dark eyes brighter than usual, as he seated himself by Alice, and in rapid and earnest tones expressed his joy at finding her alone; and encouraged that she did not playfully evade the subject, was proceeding to tell her of his long cherished love, and his hopes and plans for the future when he noticed her altered manner.

One long, earnest, searching gaze had revealed the truth to the poor girl, and sinking into her chair and covering her face with her hands, she burst into a paroxysm of bitter weeping. 'Twas even so! Those lips which always spoke the sentiments of honor and generosity, on which truth and nobleness had set their seal, had taken the intoxicating cup; that breath which had almost fanned her cheek in their long and happy interview the evening before, was now tainted by the hateful beverage; those eyes, which never before shrank from human gaze, were cast down with conscious sin; and that stately step was faltering and unsteady.

It was but for a few moments Alice yielded to her feelings, when rising, she said solemnly, "May God forgive you, William; farewell, *forever.*"

Before the surprise had completely sobered him, she left the room with an unfaltering step, and gained the solitude of her chamber.

We will not follow her, nor tell how often during that wretched night she paced her room; nor how when wearied nature sunk exhausted into sleep, she started from her terrifying dreams.

William, too, was little more composed. He wrote and destroyed letter after letter. He was too honorable to disguise or palliate the truth, and at as early an hour as he thought he could be admitted he hastened to the home of Alice, determined to tell her all. But he was disappointed. The servant told him she was too indisposed to see company. He then sent a note, but no answer was returned; a second met the same fate. He called again and was at last admitted, and in that sad and mournful interview he solemnly promised that *never again* should the poisoner of their happiness pass his lips. He was forgiven and again Alice was happy; again was confidence restored; his moral sense was unimpaired; *he had broken no vow.*

A few happy months sped by, and again Alice was seated by the window, listening with breathless eagerness to every passing step.—Days had passed since she had seen or heard from William, though she knew him to be in town. She feared every thing but the true cause; she did not yet dream that he could break his word. But alas! the guilt of a broken vow was upon his soul, and he who had never lied, had forfeited his word of honor in the sight of God and man; for in moment of temptation he had yielded to the voice of the charmer.

Long and bitter was the struggle in the heart of Alice, but love finally triumphed; he was again forgiven, and again he renewed his promise to "touch not, taste not, handle not." And Alice loved as well as ever,—but did she trust as truly? Alas no! That perfect, trusting confidence in his integrity was gone forever; a sickening dread, a foreboding fear would ever and anon darken the brightest picture her fancy ever drew. And he,—did he walk under the bright heavens with as free a step, as light a heart as if he had never broken a solemn vow?

The downward course is easy when once begun; the second false step is easier than the first, and the third is still more so. Poor Alice! she did not again trust herself to brave an interview with *him, the loved, the lost!* This time he attempted to deceive her, but the proof was too clear. She sought in prayer, and found strength to sever the chain that bound him to her. They never met again!

O, ye who have the keeping of a young heart's pure affections, beware! trifle not, sin not, stand firm in your integrity; deceive her not.

BY AUTHORITY.

LAWS OF THE UNITED STATES

Passed during the First Session of the Thirty-first Congress.

[PUBLIC ACT—No. 62.]

AN ACT to amend an act entitled "An act to provide for the better security of the lives of passengers on board of vessels propelled in whole or in part by steam," and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That no license, register, or enrolment under the provisions of this or the act to which this is an amendment shall be granted or other papers issued by any collector to any vessel propelled in whole or in part by steam, and carrying passengers, until he shall have satisfactory evidence that the provisions of this act have been fully complied with; and if any such vessel shall be navigated, with passengers on board, without complying with the terms of this act, the owners thereof and the vessel itself shall be subject to the penalties contained in the second section of the act to which this is an amendment.

SEC. 2. *And be it further enacted,* That it shall be the duty of the inspectors of the hulls of steamers, and the inspectors of boilers and engines, appointed under the provisions of this act, to examine and see that suitable and safe provisions are made throughout such vessels to guard against loss or danger from fire; and no license or other papers on any application shall be granted if the provisions of this act for preventing fires are not complied with, or if any combustible material liable to take fire from heated iron, or any other heat generated on board of such vessels in and about the boilers, pipes, or machinery, shall be placed less than eighteen inches distant from such heated metal or other substance likely to cause ignition, unless a column of air or water intervenes between such heated surface and any wood or other combustible material so exposed, sufficient at all times and under all circumstances to prevent ignition; and further, when wood is so exposed to ignition, as an additional preventative, it shall be shielded by some incombustible material in such manner as to leave the air to circulate freely between such material and the wood: *Provided, however,* That when the structure of such steamers is such, or the arrangement of the boilers or machinery is such that the requirements aforesaid cannot without serious inconvenience or sacrifice be complied with, inspectors may vary therefrom if in their judgment it can be done with safety.

SEC. 3. *And be it further enacted,* That every vessel so propelled by steam, and carrying passengers, shall not have less than 3 double-acting forcing pumps, with chamber at least four inches in diameter, two to be worked by hand and one by steam, if steam can be employed, otherwise by hand; one whereof shall be placed near the stern—one near the stem and one amidship; each having a suitable well fitted hose, of at least two thirds the length of the vessel, kept at all times in perfect order, and ready for immediate use; each of which pumps shall also be supplied with water by a pipe connected therewith, and passing through the side of the vessel so low as to be at all times in the water when she is afloat: *Provided,* That in steamers not exceeding two hundred tons measurement, two of said pumps may be dispensed with, and in steamers of over two hundred tons and not exceeding five hundred tons measurement, one of said pumps may dispensed with.

SEC. 4. *And be it further enacted,* That every such vessel carrying passengers shall have at least two good and suitable boats supplied with oars, in good condition at all times for service, one of which boats shall be a life boat made of metal, fire proof, and in all respects a good, substantial, safe sea boat, capable of sustaining, inside and outside, fifty persons, with life lines attached to the gunwale, at suitable distances. And every such vessel of more than five hundred tons, and not exceeding eight hundred tons measurement, shall have three life boats; and every such vessel of more than eight hundred tons and not exceeding fifteen hundred tons measurement, shall have four life boats; and every such vessel of more than fifteen hundred tons measurement, shall have six life boats; all of which life boats shall be well furnished with oars and other necessary apparatus: *Provided, however,* The inspectors are hereby authorized to exempt steamers navigating rivers only from the obligation to carry the life boat herein provided for, more than one, the same being of suitable dimensions, made of metal, and furnished with all necessary apparatus for use and safety; such steamers having other suitable provisions for the preservation of life in case of fire or other disaster.

SEC. 5. *And be it further enacted,* That every such vessel carrying passengers shall also be provided with a good life preserver made of suitable material, and float well adapted to the purpose, for each and every passenger, which life preservers and floats shall always be kept in convenient and accessible places in such vessel and in readiness for the use of passengers; and every such vessel shall also keep twenty five buckets and five axes; and there shall be kept on board every such vesssel exceeding five hundred thons measurement, buckets and axes after the rate of their tonage, as follows: On every vessel of six hundred tons measurement, five buckets and one axe for each one hundred tons measurement, decreasing this proportion as the tonage of the vessel increases, so that any such vessel of thirty-five hundred tons, and all such vessels exceeding the same, shall not be required to keep three buckets for each one hundred tons of measurement, and but one axe for every five buckets.

SEC. 6. *And be it further enacted,* That every such vessel carrying passengers on the main or lower deck shall be provided with sufficient means convenient to such passengers for their escape to the upper deck in case of fire or other accident endangering life.

SEC. 7. *And be it further enacted,* That no loose hemp shall be carried on board any such vessel; nor shall baled hemp be carried on the deck or guards thereof, unless the bales are compactly pressed and well covered with bagging or a similar fabric; nor shall gunpowder, oil or turpentine, oil of vitrol, camphine or other explosive burning fluids or materials which ignite by friction, be carried on board any such vessel as freight, except in cases of special license for that purpose, as hereinafter provided; and all such articles kept on board as stores shall be secured in metalic vessels. And every person who shall knowingly violate any of the provisions of this section shall pay a penalty of one hundred dollars for each offence, to be recovered by action of debt in any court of competent jurisdiction.

SEC. 8. *And be it further enacted,* That hereafter all gunpowder, oil of turpentine, oil of vitrol, camphine, or other explosive burning fluids, and materials which ignite by friction, when packed or put up for shipment on board of any such vessel, shall be securely packed or put up separately from each other and from all other articles; and the package, box, cask, or vessel containing the same, shall be distinctly marked on the outside with the name or description of the articles contained therein.—And every person who shall pack or put up, or cause to be packed or put up for shipment on board of any such vessel, any gunpowder, oil of turpentine, oil of vitriol, camphene, or other explosive burning fluids, or materials which ignite by friction, otherwise than as aforesaid, on board of any steam vessel carrying passengers, shall be deemed guilty of a misdemeanor, and punished by a fine not exceeding one thousand dollars, or imprisonment not exceeding eighteen months, or both.

SEC. 9. *And be it further enacted,* That instead of the existing provisions of law for the inspection of steamers and their equipment, and instead of the present system of pilotage of such vessels and the present mode of employing engineers on board the same, the following regulations shall be observed, to wit: The collector or other chief officer of the customs, together with the supervising inspector for the district, and the judge of the district court of the United States for the district in each of the following collection districts, namely, New Orleans and St. Louis, on the Mississippi river; Louisville, Cincinnati, Wheeling, and Pittsburgh, on the Ohio river; Buffalo and Cleveland, on Lake Erie; Detroit, upon Detroit river; Nashville, upon the Cumberland river; Chicago, on Lake Michigan; Oswego, on Lake Ontario; Burlington, in Vermont; Galveston, in Texas; and Mobile, in Alabama; Savannah, in Georgia; Charleston, in South Carolina; Norfolk, in Virginia; Baltimore, in Maryland; Philadelphia, in Pennsylvania; New York, in Yew York; New London, in Connecticut; Providence, in Rhode Island; Boston, in Massachusetts; Portland, in Maine; and San Francisco, in California, shall designate two inspectors of good character and suitable qualifications to perform the services required of them by this act within the respective districts for which they shall be appointed—one of whom, from his practical knowledge of shipbuilding and the uses of steam in navigation, shall be fully competent to make a reliable estimate of the strength, sea-worthiness, and other qualities of the hulls of steamers and their equipment, deemed essential to safety of life, when such vessels are employed in the carriage of passengers, to be called the Inspector of Hulls; the other of whom, from his knowledge and experience of the duties of an engine employed in navigating vessels by steam and also in the construction and use of boilers, and the machinery and appurtenances therewith connected, shall be able to form a reliable opinion of the quality of the material, the strength, form, workmanship, and suitableness of such boilers and machinery to be employed in the carriage of passengers without hazard to life from imperfections in the material, workmanship, or arrangement of any part of such apparatus for steaming, to be called the Inspector of Boilers; and these two persons, thus designated, if approved by the Secretary of the Treasury, shall be from the time of such designation inspectors, empowered and required to perform the duties herein specified, to wit:

First. Upon application in writing by the master or owner they shall, once in every year at least, carefully inspect the hull of each steamer belonging to their respective districts and employed in the carriage of passengers, and shall satisfy themselves that every such vessel so submitted to their inspection is of a structure suitable for the service in which she is to be employed, has suitable accommodations for her crew and passengers, and is in a condition to warrant the belief that she may be used in navigation as a steamer with safety to life, and that all the requirements of law in regard to fires, boats, pumps, hose, life preservers, floats, and other things are faithfully complied with; and if they deem it expedient they may direct the vessel to be put in motion, and may adopt any other suitable means to test her sufficiency and that of her equipment.

Second. They shall also inspect the boilers of such steamers before the same shall be used, and once in every year thereafter, subjecting them to a hydrostatic pressure, the limit to which, not exceeding one hundred and sixty-five pounds to the square inch for high-pressure boilers, may be prescribed by the owner or the master, and shall satisfy themselves by examination and experimental trials that the boilers are well made, of good and suitable material; that the openings for the passage of water and steam respectively, and all pipes and tubes exposed to heat, are of proper dimensions and free from obstruction; that the spaces between the flues are sufficient, and that the fire line of the furnace is below the prescribed water line of the boilers; and that such boilers, and the machinery, and the appurtenances may be safely employed in the service proposed in the written application, without peril to life; and shall also satisfy themselves that the safety-valves are of suitable dimensions, sufficient in number, well arranged, and in good working order, (one of which may, if necessary in the opinion of the inspectors to secure safety, be taken wholly from the control of all persons engaged in navigating such vessel;) that there is a suitable number of gauge-cocks properly inserted, and a suitable water-gauge and steam-gauge indicating the height of the water and the pressure of the steam; that in or upon the outside flue of each outside high-pressure boiler there is placed in a suitable manner alloyed metals, fusible by the heat of the boiler when raised to the highest working pressure allowed, and that in or upon the top of the flues of all other high-pressure boilers in the steamer such alloyed metals are placed as aforesaid, fusing at ten pounds greater pressure than said metals on the outside boilers, thereby in each case letting steam escape; and that an adequate and certain provision is made for an ample supply of water to feed the boilers at all times, whether such vessel is in motion or not; so that in high-pressure boilers the water shall not be less than four inches above the flues: *Provided, however,* in steamers hereafter supplied with new high-pressure boilers, if the alloy fuses on the outer boiler at a pressure of ten pounds exceeding the working pressure allowed, and at twenty pounds above said pressure on the inner boilers, it shall be a sufficient compliance with this act.

Third. That in subjecting to the hydrostatic test aforesaid boilers called and usually known under the designation of high-pressure boilers, the inspectors shall assume one hundred and ten pounds to the square inch as the maximum pressure allowable as a working power for a new boiler forty-two inches in diameter, made of inspected iron plates at least one fourth of an inch thick, in the best manner, and of the quality herein required, and shall raise the working power of all high-pressure boilers, whether of greater or less diameter, old or new, according to their strength compared with this standard; and in all cases the test applied shall exceed the working power allowed in the ratio of one hundred and sixty-five to one hundred and ten, and no high-pressure boilers hereafter made shall be rated above this standard; and in subjecting to the test aforesaid that class of boilers usually designated and known as low-pressure boilers, the said inspectors shall allow as a working power of each new boiler a pressure of only three-fourths the number of pounds to the square inch to which it shall have been subjected by the hydrostatic test and found to be sufficient therefor, using the water in such tests at a temperature not exceeding sixty degrees Fahrenheit; but should such inspectors be of the opinion that said boiler by reason of its construction or material, will not safely allow so high a working pressure, they may, for reasons to be stated specifically in their certificate, fix the working pressure of said boiler at less than three-fourths of said test pressure; and no low-pressure boiler hereafter made shall be rated in its working pressure above the aforesaid standard; and provided that the same rules shall be observed in regard to boilers heretofore made, unless the proportion between such boilers and the cylinders, or some other cause, renders it manifest that its application would be unjust, in which cases the inspectors may depart from these rules, if it can be done with safety; but in no case shall the working pressure allowed exceed the hydrostatic test; and no valve under any circumstances, shall be loaded or so managed in any way as to subject a boiler to a greater pressure than the amount allowed by the inspectors, nor shall any boiler or pipe be approved which is made in whole or in part of bad material, or is unsafe in its form, or dangerous from defective workmanship, age, use, or any other cause.

Fourth. That when the inspection in detail is completed, and the inspectors approve of the vessel and her equipment throughout, they shall make and subscribe a certificate to the collector of the district, substantially as follows:

State of ——, District of ——.

Application having been made in writing by —— —— to the subscribers, inspectors for said district, to examine the steamer ——, of ——, whereof —— —— are owners and —— is master, we, having performed that service, now, on this —— day of ——, Anno Domini ——, do certify that she was built in the year ——, is in all respects staunch, sea-worthy, and in good condition for navigation, having suitable means of escape in case of accident from the main to the upper deck; that she is provided with [here insert the number of state rooms, the number of berths therein, the number of other permanent berths for cabin passengers, the number of berths for deck or other classes of passengers, the number of passengers for each class for whom she has suitable accommodations; and in case of steamers sailing to or from any European port, or to or from any port on the Atlantic or the Pacific, a distance of one thousand miles or upwards, the number of each she is permitted to carry; and in case of a steamer sailing to any other port, a distance of five hundred miles or upwards, the number of deck passengers she is permitted to carry; also the number of boilers, and the form, dimensions, and material of which each boiler is made, the thickness of the metal, and when made; if after this act takes effect, and of iron, whether they are such in all respects as the act requires, whether each boiler has been tried by hydrostatic test, the amount of pressure to the square inch in pounds applied to it, whether the amount allowed as a maximum working power was determined by the rule prescribed by this act, if not, the reason for a departure from it; also the number of safety valves required, their capacity, the load prescribed for each valve, how many are left in the control of the persons navigating the vessel, whether one is withdrawn, and the manner of securing it against interference; also the number and dimensions of supply pipes, and whether they and the other means provided are sufficient at all times and under all circumstances when in good order to keep the water up four inches at least above the top of the flue; also the number and dimensions of the steam-pipes, the number and kind of engines, the dimensions of their cylinders, the number and capacity of the forcing pumps, and how worked; the number and kind of gauge-cocks, water and steam gauges, where situate, and how secured; also the manner of using alloyed metals and the pressure at which they are known by the inspectors to fuse; the equipments for the extinguishment of fires, including hose, fire-buckets, and axes; the provisions for saving life in case of accident, including boats, life preservers, and substitutes therefor, where kept, and all other provisions made on board for the security of the lives of passengers.] And we further certify, that the equipment of the vessel throughout, including pipes, pumps, and other means to hoist the water up to the point aforesaid, hose, boats, life-preservers, and other things, is in conformity with the provisions of law; and that we declare it to be our deliberate conviction, founded upon the inspection which we have made, that the vessel may be employed as a steamer upon the waters named in the application, without peril to life from any imperfection of form, material, workmanship, or arrangement of the several parts, or from age or use. And we further certify, that said vessel is to run within the following limits, too wit: from —— to —— and back, touching at intermediate places.

And which certificate shall be verified by the oaths of the inspectors signing it, before a person competent by law to administer oaths. And in case the said inspectors do not grant a certificate of approval, they shall state in writing, and sign the same, their reasons for their disapproval.

Fifth. Upon the application of the master or owner of any steamer employed in the carriage of passengers for a license to carry gunpowder, oil or turpentine, oil of vitriol, camphene, or other explosive burning fluids and materials which ignite by friction, or either of them, the inspectors shall examine such vessel, and if they find that she is provided with chests or safes composed of metal, or entirely lined therewith, or one or more apartments thoroughly lined with metal at a secure distance from any fire, they may grant a certificate to that effect, authorizing such vessel to carry as freight any of the articles aforesaid, those of each description to be secured in such chest, safe, or apartment containing no other article, and carried at a distance from any fire to be specified in the certificate: *Provided,* That any such certificate may be revoked or annulled at any time by the inspectors, upon proof that either of the said articles have been carried on board said vessel at a place and in a manner not authorized by such certificate, or that any of the provisions of this act in relation thereto have been violated.

Sixth. The said inspectors shall keep a regular record of certificates of inspection of vessels, their boilers, engines, and machinery, whether of approval or disapproval, and when recorded the original shall be delivered to the collector of the district; they shall keep a like record of certificates authorizing gunpowder, oil of turpentine, oil of vitriol, camphene, or other explosive burning fluids, and materials which ignite by friction, or either of them to be carried as freight, by any such vessel, and when recorded deliver the originals to said collector; they shall keep a like record of all licenses to pilots and engineers, and all revocations thereof, and shall from time to time report to the supervising inspector of their respective districts, in writing, their decisions on all applications for such licenses, or proceedings for the revocation thereof, and all testimony received by them in such proceedings.

Seventh. The inspectors scall license and classify all engineers and pilots of steamers carrying passengers.

Eighth. Whenever any person claiming to be qualified to perform the duty of engineer upon steamers carrying passengers, shall apply for a certificate, the board of inspectors shall examine the applicant, and the proofs which he produces in support of his claim; and if, upon full consideration, they are satisfied that his character, habits of life, knowledge and experience in the duties of an engineer, are all such as to authorize the belief that

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TERMS OF THE CAROLINA CONFERENCE.

The following are the appointments for the ensuing year:

RALEIGH DISTRICT—JAMES REID, P. E.
Raleigh Station, W. E. Pell, B. T. Blake, (supt.)
Mission, Daniel Culbreth.
Circuit, J. W. Floyd, Peter Doub, (supt.)
Tar River Circuit, N. F. Reid, W. A. Hume.
Mission, P. H. Joyner.
Henderson, F. W. Archer.
Oxford, To be supplied.
Person, J. T. Wyche.
Clarksville, To be supplied.
Hillsboro' Station and Chapel Hill, J. Robert.
Circuit, N. A. Hooker.
Greensboro' Dis.—WM. BARRINGER, P. E.
Greensboro', N. H. D. Wilson,
Guilford, Charles H. Phillips.
Randolph, T. W. Bostell
Montgomery, Thos. Jones, Wm. Clegg.
Yadkin River, R. T. Heflin. 1 to be supplied.
Franklinsville, Alex. Gattis.
Rockingham, E. L. Freeman.
Leaksville, D. W. Dowd, W. Anderson, (supp.)
Dan River, T. C. Moses.
Greensboro' F. College, C. F. Deems, Normal College, A. S. Andrews.
SALISBURY DISTRICT—W. CARTER, P. E.
Salisbury, N. T. Hudson.
Concord, James P. Simpson.
Rockville, John T. St Clair.
Mocksville, Robert P. Bibb.
Taylorsville, James M. Westbrooks.
Wilkes, James Purvis, (sup.) 1 to be supplied.
Statesville, Geo. W. Farrabee.
Yadkin, A. J. Tomlin.
Iredell, Richard R. Dunkley.
Davidson, Jeremiah Johnson.
Davidson, Lemon Schell.
Blue Ridge Mission, to be supplied.
Watkin, to be supplied.
FAYETTEVILLE DISTRICT—T. S. CAMPBELL, P. E.
Pittsylvania, Alfred Norman.
Caswell, Wm. M. Jordon, F. H. Barrett.
Danville, J. M. Sharpe.
Halifax, K. L. Hendron, S. S. Bryant
Joseph Goodman, to people of color.
Danville, W. W. Nesbitt.
Franklin, John W. Lewis.
Allegheny Mission, Arthur F. Harris.
Patrick, Joshua Bethel.
Henry, S. J. Spotts.
WILMINGTON DISTRICT—WM. CLOSS, P. E.
Washington, Joel W. Tucker.
Tarboro, Robert O. Burton [Sup.] Thos. Guthrie.
Portsmouth, Ling. S. Burkhead.
Williamston, T. B. Reeks.
Edgecombe, H. H. Gibbons.
Columbia, Henry Gray.
Roanoke, to be supplied.
Beech Mission, To be supplied.
Portsmouth, &c., James J. Hines.
Jacksonville, M. N. Taylor, L. B. Dozier.
Smithwick, O. M. Anderson.
Cape Hatteras Mission, To be supplied.
NEWBERN DISTRICT—D. B. NICHOLSON, P. E.
Newbern Centenary, J. H. Wheeler.
Andrew Chapel Mission, T. P. Wood.
Circuit, Zebedee Rush.
Snow Hill, P. S. Carraway, N. Anderson.
Smithfield, John Tillett, T. W. Martin, (sup.)
Kinston, Abram Weaver.
Trenton, Adam H. Johnson.
Newton, John M. Gunn.
Beaufort, J. A. Dean.
Straits and Cape Lookout, T. B. James.
WILMINGTON DISTRICT—R. J. CARSON, P. E.
Wilmington, James Jameison, W. H. Tapscott, John Jones.
Brunswick, Chas. P. Jones.
South River, J. H. Jefferson.
Fayetteville, S. M. Frost.
Circuit, John W. Tinin.
Bladen, J. B. Martin, S. D. Adams.
Cape Fear Mission, W. M. Walsh.
Smithville, Jas. H. Brent, C. Pepper,
Whiteville, W. S. Chafin.
Wilmington, W. J. Langdon, to labor for the special benefit of Seamen.

H. G. Leigh and Geo. A. Gowan, with appointments, in consequence of ill health.

J. D. Lamsden and W. H. Barnes transferred to the Virginia Conference.

A. C. Allen located.

PRESSING AT WORK.—Give us, O give us, cries the Home Journal, the man who is at his work! Be his occupation what it may, he is superior to those who follow the same pursuit in silent sullenness. He will do more in the same time and will do it better,—he will persevere longer. One is scarcely sensible of fatigue whilst he marches to music. The stars are said to make harmony as they revolve in their spheres. Wondrous is the strength of cheerfulness—altogether past calculation in its powers of endurance. Efforts to be permanently useful must be uniformly joyous.

How would this do in a printing office, where a dozen hands are at work—all pressing.—*Watchman.*

The young man who "once saw the time when he wouldn't associate with mechanics, is now acting as book-keeper to a manure wagon.