the applicant is a suitable and safe person to be entrust ed with the powers and duties of such a station, they shall give him a certificate to that effect for one year, signed by them in which certificate they shall state the time of the examination, and shall assign the appointee

to the appropriate class of engineers.

Ninth. Whenever any person claiming to be a skilful pilot for any such vessel shall offer himself for a license, the said board shall make diligent inquiry as to his character and merits; and if satisfied that he possesses the requisite skill and is trustworthy and faithful, they shall give him a certificate to that effect, licensing him for one year to be a pilot of any such vessels within the limit prescribed in the certificate; but the license of any such engineer or pilot may be revoked upon proof of negligence, unskilfulness, or mattention to the duties of the station , Provided , however, If in cases of refusal to license engineers or pilots, and in cases of revocation of any license by the local board of inspectors, any engineer or pilot deeming himself wronged by such refusal or revocation, may, within thirty days after notice thereof, an application to a supervising inspector, have his case examined anew by such supervising inspector, upon producing a certried copy of the reasons assigned by the local board for their doings in the premises; and such supervising inspector may revoke the decision of such local board of inspectors and license such pilot or engineer; and like proceedings, upon the same conditions, may be had by the master or owner of any such vessel, or of any steamboat boiler, for which the said local board shall have refused, upon inspection, to give a certificate of approval, or shall have notified such master or owner of any repairs necessary after such certificate has been granted.

Tenth. It shall be unlawful for any person to employ, or any person to serve as engineer or pilot on any such yessel, who is not licensed by the inspectors; and nny one so offending shall ferfeit one hundred dollars for each offence : Provided, however, That if a vessel leaves her port with a complement of engineers and pi-lots, and on her bysge is deprived of their services, or the services of an of them, without the consent, fault, or collusion of the master, owner, or any one interested in the vessel, the deficiency may be temporarily supplied, until

others licensed can be obtained. Eleventh. In addition to the annual inspection, it shall be the duty of said board to examine seasonably steamers arriving and departing, so often as to emble them to detect any neglect to comply with the requirements of law, and also any defects or imperfections becoming apparent after the inspection aforesaid, and tending to render the navigation of the vessel unsafe, which service may be performed by one of the board; and if be shall discover an omission to comply with the law, or that repairs have become necessary, to make the vessel safe, he shall at once notify the master, stating in the notice what is required; and if the master deems the requirements unreasonable or unnecessary, he may take the opinion of the board thereon, and if dissatisfied with the decision of such board, may apply for a re-examination of the case to the supervising inspector, as is hereinbefore provided; and if he shall refuse or neglect to comply with the requirement of the local board, and shall, contrary thereto, and while the same remains unreversed by the supervising inspector, employ the vessel. by navigating her, the master and owner shall be liable for any damage to the passengers and their baggage which shall occur from any defects so as aforesaid stated in said notice, which shall be in writing, and all inspections and orders shall be promptly made by the proved to his satisfaction, inspectors; and where it can be safely done in their judg ment, they shall permit repairs to be made where these interested can most conveniently do them; and no inspectors of one district shall modify or annul the doings of the inspectors of another district, in regard to repairs, unless, there is a change in the state of things demanding more repairs@han were thought necessary when the order was made : nor shall the inspectors of one district appoint a person coming from another, if such person hus been rejected for unfitness or want of qualifications.

Twelfth. The said board, when thereto requested, shall inspect steamers belonging to districts where no such board is established; and if a certificate of approval is not granted, no other inspection shall be made by the same or any other board until the objections made by the inspectors are removed; and if any vessel shall be navigated after a board of inspectors have refused to make the collector a certificate of approval, she shall be liable to the same penalties as if she had been run without a license : Provided, however, That nothing herein contained shall impair the right of the inspectors to permit such vessel to go to another port for repairs, if

in their opinion it is sa'e so to do.

Thirteenth. The board of inspectors shall kave power to summon before them witnesseses, and to compel their attendance by the same process as in courts of law; and after reasonable time given to the alleged delinquent of the time and place of investigation to examine said witnesses under oath touching the performance of their duties by engineers and pilots of any such vessel, and if it shall appear satisfactorily that any such engineer or pilot is incompetent, or that life has been placed in petil. by reason of such incompetency, or by negligence or misconduct on the part of any such person, the board shall immediately suspend or revoke his license, and report their doings to the chief officer of the customs, and the said chief officer of the customs shall pay out of the devenues herein provided such sums to any witness so summoned under the provisions of this act for his actual travel and attendance as shall be officially certified by an inspector hearing the case upon the back of the summons, not exceeding the rates allowed to a witness for travel and attendance in the circuit and district courts

Fourteenth. That the said board shall report prompt ly all their doings to the chief officer of the customs, as well as all omissions or refusals to comply with the provisions of law on the part of any owner or master of any

such vessel propelled in whole or in part by steam, carrying passengers.

Fifteenth. That it shall at all times be the duty of all engineers and pilots licensed under this act, and all mates, to assist the inspectors in the examination of any such vessels to which any such engineer, mate, or pilot belongs, and to point out all defects and imperfections in the bull or apparatus for steaming, and also to make known to them, at the earliest opportunity, all accidents occasioning serious injury to the vessel or her equipment, whereby life may be in danger; and in default thereof the license of any such engineer or pilot shall be revoked. Sec. 10. And be it further enacted. That in those cases where the number of passengers is limited by the inspectors' certificate, it shall not be lawful to take on board of any steamer a greater number of passengers than is certified by the inspector in the certificate, and the master and owners, or either of them, shall be liable, by any person suing for the same, to forfeit the amount of passage-money and ten dollars for each passenger beyond the number allowed. And, moreover, in all cases of an express or implied undertaking to transport passengers. or to supply them with food and lodging, from place to place, and suitable provision is not made of a full and adequate supply of good and wholesome food and water and of suitable lodging for all such bassengers, or where barges or other craft impeding the progress are taken in tow, for a distance exceeding five hundred miles, without previous and seasonable notice to such passengers; in all such cases the owners and the vessel shall be liable to refund all the money paid for the passage, and to pay also the damage sustained by such default or delay : Provided, however, That if in any such case a satisfacery bind is given to the marshall for the benefit of the plaintiff, to secure the satisfaction of such judgement as he may recover, the vessel shall be released.

Sec. 11. And be it further enacted, That if the master of a steamer, or any other person, whether acting under orders or not, shall intentionally load or obstruct, or cause to be loaded or obstructed, in any way or manher, the safety-valve or valves of a bester, or shall employ any other means or device whereby the boiler shall be subjected to a greater pressure than the amount allowed by the certificate of the inspectors, or shall be exposed to a greater pressure, or shall intentionally derange or hinder the operation of any machinery or device employed to denote the state of the water or steam in any boiler, or to give warning of approaching danger h shall in any such case be a misdemeanor, and any and every person concerned therein, directly or indirecily, shall forfeit two bundred dollars, and may, at the discretion of the court, be in addition thereto impriconed not exceeding eighteen months.

SEC. 12. And be it further enacted, That if at any time there be a deficiency of water in a boiler, by suf fering it to fall below three inches above the flue as preecribed in this act, unless the same happens through inevituble accident, the master, if it by his order, assent, or comivance, and also the engineer, or other person whose duty it is to keep up the supply, shall be guilty of an offence for which they shall severally be fined one bundred dollars each; and if an explosion or collapse happens in consequence of such deficiency, they, or any of them, may be further punished by imprisonment for a period of not less than six nor more than eighteen or both.

Sec. 13. And be it further enacted. That hereafter ed of plates which have been stamped according to the

provisions of this act.

node of manufacturing has been such as to produce I rin equal to good iron made with charcoal, such as in their judgment may be used for generating steam power loss or deficiency shall be supplied as soon as practicawithout hazard to life; and no such boiler shall be approved which is made of unsuitable material, or of which the manfacture is imperfect, or is not, in their opinion, of suitable strength, or whose plates are less than one-fourth of an inch in thickness, for a high-pressure boiler of forty-two inches in diameter, and in that proportion of strength according to the maximum of working pressure allowed for high pressure boilers of greater or less diameter, or which is made of any but wrought iron of a quality equal to good iron made with charcoal.

Sec. 15. And be it further enacted. That all plates of boiler-iron shall be distinctly and permanently stamped in such manner as the Secretary of the Treasury shall prescribe, and if practicable, in such place or places that the mark shall be left visible after the plates are worked into boilers; with the name of the manufacturer, the quality of the iron, and whether or not hammered, and the place where the same is manfactured.

Sec. 16. And be it further enacted, That it shall be unlawful to use in such vessel for generating steam for power a hoiler or steam-pipe connecting, the builers, niude after the passage of this act, of any iron unless it has been stamped by the manufacturer as here provided; and if any person shall make for use in any such vessel a boiler of iron not so stamped intended to generate steam for power, he shall, for any such offence, forfeit five hundred dollars, to be recovered in an action of debt by any person suing for the same; and any person using or causing to be used in any such vessel such a boiler to generate steam for power, shall forfeit a like sum for

Sed. 17. And be it further enacted, That if any person shall counterfeit the marks and stamps required by this lagt, or shall falsely stamp any boiler iron, and be convicted thereof, he shall be fined not exceeding five hundred dollars and imprisoned not exceeding two years. And if any person or persons shall stamp or mark plates with the name or marks of another with intent to mislead, deceive, or defraud, such person or persons thall casioned by such fraud or deception.

Sec. 18. And be it further enacted, That in order to carry this act fully into execution, the President of the United States shall, with the advice of the Senate, appoint time supervising inspectors, who shall be selected for their knowledge, skill, and experience in the uses of steam for navigation, and who are competent judges ble together at such places as they may agree upon onte in each year at least, for joint consultation and the establishment of rules and regulations for their own conduct and that of the several boards of inspectors within the districts, and also to assign to each of the said nine inspectors the limits of territory within which he shall perform his duties. And the said supervising inspectors shall each be paid for his services after the rate of fifteen hundred dollars a year, and in addition thereto his ac-

ritory assigned them, shall visit, confer with, and examind into the doings of the several boards of inspectors, and shall, whenever they think it expedient, visit such vessels licensed, and examine into their condition, for the purpose of ascertaining whether the provisions of this act have been observed and complied with, both by the board of inspectors and the master and owners; and it shall be the duty of all masters, engineers, and pilots of such vessels, to answer all reasonable inquiries and to give all the information in their power in regard to any such vessel so visited, and the manner of managing both.

SEC. 20. And be it further enacted, That whenever a supervising inspector ascertains to his satisfaction that the master, engineer, pilot, or owners of any such vessel fail to perform their duties according to the provisions of this act, he shall report the facts in writing to need be, cause the negligent or offending parties to be prosecuted; and if he has good reason to believe there has been, through negligence, or from any other cause, dollars. a failure of the board, who inspected the vessel to do its duty he shall report the facts in writing to the Secretary of the Treasury, who shall cause immediate investigation into the truth of the complaint, and if he deems the cause sufficient shall remove the delinquent.

Sec. 21. And be it further enacted, That it shall be the duty of such supervising inspectors to see that the said several boards within their respective collection districts execute their duties faithfully, promptly, and, as far as possible, uniformly, in all places, by following out the provisions of this act, according to the true intent and meaning thereof; and they shall, as far as practicable by their established rules, harmonize differences of opinion when they exist in different boards.

Sec. 21 And be it further enacted. That the said supervising inspectors shall also visit collection districts in which there are no boards of inspectors, if there be any, where steamers are owned or employed, and each one shall have full power to inspect any such steamer or boilers of each steamer in any such district, or in any other district where, from distance or other cause, it is inconvenient to resort to the local board, and to grant certificates of approval according to the provisions of this act, and to do and perform in such districts all the duties imposed upon boards in the districts where they exist: Provided, That no supervising or other inspector shall be deemed competent to inspect in any case where he is directly or indirectly personally interested, or is associated in business with any person who is so interested, but in all such cases the duty shall be performed by disinterested inspectors, and inspection made in violation

of this rule shall be void and of no effect. Sec. 23! And be it further enacted, That it shall be the duty of each of the collectors, or other chief officer of the customs of the districts aforesaid, except San Francisco, to make known without delay to the collectors of all the said districts, except San Francisco, the names of all persons I censed as engineers or pilots for such vessels, and the names of all persons from whom upon application licenses have been withheld, and the names of ill whose licenses have been revoked or suspended, and also the names of all such vessels which neglect or refuse to make such repairs as may be ordered under the provisions of this act, and the names of

all for which license has been on application refused. Sec. 24 And be it further enacted, That it shall be the duty of the collectors, or other chief officers of the customs, and of the inspectors aforesaid, within the said several districts, to enforce the provisions of law against all such steamers arriving and departing; and upon proof that any collector or other chief officer of the customs, or inspector, has negligently and intentionally omited his duty in this particular, such delinquent shall be removed from office and shall also be subject to a penalty of one hundred dollars for each offence, to be sued for in an action of debt before any court of competent jurisdiction.

Sec. 25. And be it further enacted, That the collector or other chief officer of the customs shall retain on all original certificates of the inspectors required by this act to be delivered to him, and shall give to the master or owner of the vessel therein named two certified copies thereof-one of which shall be placed by such master or owner in some conspicuous place in the vessel, where it will be most likely to be observed by passengers and others, and there kept at all times ; the other shall be retained by such mas er or owner as eviidence of the authority thereby conferred; and if any person shall receive or carry any passenger on board any such steamer not having a certified copy of the certificate of approval as required by this act, placed and kept as aforesaid or who shall receive or carry any gunpowder, oil of turpentine, oil of vitriol, camphene, or other explosive burning fluids or materials which ignite by friction as freight on board any steamer carrying passengers, not having a certificate authorizing the same, and a certified copy thereof placed and kept as aforesaid, or who shall stow or carry any of said articles at a place or in a manner not authorized by such certificate, shall forfeit and pay for each offence one hundred dollars, to be recovered by action of debt in any court of com-

Sec. 26. And be it further enacted, That every inspector who shall wilfully certify falsely touching any such vessel propelled in whole or in part by steam, and carrying passengers, her hull, accomodations, boilers, engines, machinery, or their appurenances, or any of her equipments, or any matter of thing contained in any certificate signed or sworn to by him, shall, on conviction thereof, be punished by fine not exceeding five hundred dollars; or imprisonment not exceeding six months,

Sec. 27. And be it further enacted, That if any such vessel carrying passengers, having a license and certifiall boilers of steamboats made of iron shall be construct- cate as required by this act, shall be navigated without having her hull, accommodations, boilers, engines, machinery, and their appurtenances, and all equipments in Sec. 14. And be it further enacted. That it shall be all things conformable to such certificate, the master or the duty of such inspectors to ascertain the quality of commander by whom she shall be so navigated, having the material of which the beiler plates of any such boil- knowledge of such defect, shall be punished by fine not er so submitted to their inspection are made; and to exceeding one hundred dollars, or imprisonment not ex-

master or commander shall not be liable for loss or deficiency occasioned by the dangers of navigation, if such

Sec. 28. And be it further enacted, That on any such steamers navigating rivers only, when from darkness, fog, or other cause the pilot on watch shall be of opinion that the navigation is unsafe, or from accident to or derangement of the machinery of the boat, the engineer on watch shall be of the opinion that the further navigation of the vessel is unsafe, the vessel shall be brought to anchor or moored as soon as it predently can be done: Provided, That if the person in command shall after, being so admonished by either of such officers, elect to pursue such voyage, he shall do the same ; but in such case both he and the owners of such steamer shall be answerable for all damages which shall arise to the person of any passenger and his bagage from said causes in so pursuing the voyage, and no degree of care or diligence shall in such case be held to justify or excuse the person in command or said owners.

SEC. 29. And be it further enacted. That it shall be the duty of the supervising inspectors to establish such rules and regulations to be observed by all such vessels in passing each other as they shall from time to time deem necessary for safety, two printed copies of which rules and regulations, signed by said inspectors, shall be furnished to each of such vessels, and shall at all times be kept up in conspicuous places on such vessels, which rules shall be observed both night and day. Should any pilot, engineer, or master of any such vessel, neglect or wilfully refuse to obey the foregoing regulations, any delinquent so neglecting or refusing shall be liable to a penalty of thirty dollars, and to all damage done to any passenger in his person or baggage by such neglect or refusal; and no such vessel shall be justified in coming boats, tug-boats, towing boats, nor to steamers not exinto collision with another, if it can be avoided.

Sec. 30. And be it further enacted. That whenever any damage is sustained by any passenger or his baggage, from explosion, fire, collision, or other cause, the master and the owner of such vessel or either of them, and the vessel, shall be liable to each and every person be lighte to any one injured thereby for all damage oc- so injured to the full amount of damage, if it happens through any neglect to comply with the provisions of law and he shall report both to said Secretary and to the suherein prescribed, or through known defects or imperfections of the steaming apparatus, or of the hull; and any person sustaining loss or injury through the carelessness, negligence, or wilful miseonduct of an engineer or pilot, or their neglect or refusal to obey the provisions of law herein prescribed as to navigating such steamers, not only of the character of vessels but of all parts of may sue such engineer or pilot and recover damages for the machinery employed in steaming, who shall assem- any such injury caused as aforesaid by any such engi- time and places as follows: In the districts of New Or-

Sec. 31. And be it further enacted. That before issuing the annual license to any such steamer, the collector or other chief officer of the customs for the portion district shall demand and receive from the owner or owners of the steamer, as a compensation for the inspections and examinations made for the year, the following sums in addition to the fees for issuing enrolment and licenses, now allowed by law, according to the tonnage of the tual reasonable travelling expenses incurred in the ne- vessel to wit; for each vessel of a thousand tons and cessary performance of his duty when away from the over, thirty-five dollars; for each of five hundred tons principal part in his district, and certified and sworn to and over, but less than one thousand tons, thirty dollars; by him under such instructions as shall be given the Sc- | and for each under five hundred tons and over one huncretary of the 'Freasury, who is hereby authorized to dred and twenty five tons, twenty five dollars; and for pay such salaries, and also such travelling expenses, and each under one hundred and twenty-five tons, twenty the actual reasonable expenses, (both to them and oth- | dollars, at the time of obtaining registry, and once in er inspectors) of transporting from place to place the in- each year thereafter, pay, according to the rate of tonstruments used in inspections, which expenses shall be nage before mentioned, the sum of money herein fixed. And each engineer and pilot licensed as herein provided SEC. 19. And be it further enacted. That the su- shall pay for the first certificate granted by any inspecpervising inspectors shall watch over all parts of the ter- | tor or inspectors the sum of five dollars, and for each subsequent certificate one dollar, to such inspector or inspectors, to be accounted for and paid over to the collector or other chief officer of the customs, and the sums derived from all the sources above specified shall be quarterly accounted for and paid over to the United States in the same manner as other revenue.

Sec. 32. And he it further enacted, That each inspector shall keep an accurate account of every such steamer boarded by him during the year, and of all his official acts and doings, which in the form of a report he shall communicate to the collector, or other chief officer of the customs, on the first days of May and November, Sec. 33. And be it further enacted, That the inspec-

tors in the following districts shall each be allowed annually the following compensation, to be paid under the dithe board in the district where the vessel belongs, and, if rection of the Secretary of the Treasury, in the manner officers of the revenue are paid, to wit : For the district of Portland, in Maine, three hundred

> For the district of Boston and Charlestown, in Masschusetts, eight hundred dollars. For the district of New London, in Connecticut, three

> For the district of New York, two thousand dollars. For the district of Philadelphia, in Pennsylvania, one housand dollars. For the district of Baltimore, in Maryland, one thou-

> For the district of Norfolk, in Virginiaia, three hun-For the district in Charleston, in South Carolina, four

hundred dollars. For the district of Savannah, in Georgia, four hun-

For the district of Mobile, in Alabama, one thousand For the district of New Orleans, or in which New

For the district of Galveston, in Texas, three hundred For the district of St Louis, in Missouri, fifteen hun-For the district of Nashville, in Tennessee, four hun-

dred dollars. For the district of Louisville, in Kentucky, twelve

For the district of Cincinnati, Ohio, fifteen hundred For the district of Wheeling, Virginia, five hundred For the district of Pittsburgh, Pennsylvania, fifteen

hundred dollars. For the district of Chicago, Illinois, five hundred dol. France may pursue is still more obvious. For the district of Detroit, Michigan, eight hundred

For the district of Cleveland, Ohio, five hundred dol For the the district of Buffalo, New York, twelve For the district of Oswego, or of which Oswego is the

port of entry, New York, three hundred dollars. For the district of Vermont, two hundred dollars.

Sec. 34. And be it further enacted. That the Secretary of the Treasury shall provide the inspectors with suitable number of instruments, of uniform construction, so as to give uniform results to test the strength of rope to oppose the aggrestive policy of the Uni.

Sec. 35. And be it further enacted, That it shall be he duty of the master of any such steamer to cause to e kept a correct list of all the passengers received and delivered from day to day, noting the places where rethe inspection of the inspectors and officers of the cus- ness of the American democracy would hardly oms at all times; and in case of default, through negigence of design, the said master shall forfeit one hundred dollars, which penalty, as well as that for excess of owever. A bond may, as provided for in other cases, be of the powers." given to secure the satisfaction of the judgment.

SEC. 36. And be it further enacted, That every on board of such steamer at least two copies of this act, o be furnished to him by the Secretary of the Treasuo to do, or shall unreasonably refuse to exhibit a copy f the same to any possenger who shall ask it, he shall rfeit twenty dollars.

SEC. 37. And be it further enacted, That any inpector who shall, upon any pretence, receive any fee or reward for his services rendered under this act, ex- for intervention, conquest, and annexation, ept what is herein allowed to him, shall forfeit his office: and if found guilty, on indictment, be otherwise w fine not exceeding five hundred dollars, or imprisonnent not exceeding six months, or both.

SEC. 38. Ad be it further enacted, That all enginers and pilots of any such vessel shall, before entering ipon their duties, make solemn oath before one of the required of him by this act, without concealment or reservation : and if any such engineer, pilot, or any witness summoned under this act as a witness, shall, when under examination on oath, knowingly and intentionally falsify the truth, such person shall be deemed guilty of perjury, and If convicted be punished accordingly.

ising inspectors appointed under the provisions of this act shall, within their respective districts, under the direction of the Secretary of the Treasury, take the examination, or receive the statements in writing, of persons of practical knowledge and experience in the navigation of steam vessels, the construction and use of boilers, engines, machinery, and equipments, touching the extisfy themselves, by any suitable means, whether the ceeding two months, or both: Provided, That such appurtenances; the causes of the explosion of boilers no sort of knowledge of their nature. form, material, and construction of engines and their

and collapse of flues, and the means of prevention; the kind and description of safety valves, water and steam guages, or indicators; equipments for the extinguishment of fires, and for the preservation of life in case of accident on board of such vessels, and all other means in use or proper to be adopted for the better security of the lives of persons on board vessels propelled in whole or in part by steam: the advantages and disadvantages of the different descriptions of boilers, engines, and their appurtenances, safety valves, water and steam guages or indicators, equiquents for the prevention or extin-guishment of fires, and preservation of life in case of accident, in use on board such vessels; whether any, and what further legislation is necessary or proper for the better security of the lives of persons on board such steam vessels; which examination and statements so taken and received shall be transmitted to the Secretaof the Treasury, at such time as he shall prescribe.

Sec. 40. And be it further enacted, That it shall be the duty of the Secretary of the Treasury to cause such interrogatories to be prepared and published as in his opinion may be proper to elicit the information contemplated by the preceding section, and upon the receipt of the examination and statements taken by the inspectors, shall report the same to Congress, together with the recommendation of such other provisions as he may deem proper to be made for the better security of the lives of persons on board steam vessels.

SEC. 41. And be it further enacted, That all penalties imposed by this act may be recovered in an action of debt by any person who will sue therefor in any court of the United States.

Sec. 42. And be it further enacted, That this act shall not apply to public vessels of the United States, or vessels of other countries, nor to steamers used as ferry ceeding one hundred and fifty tons burden, and used in whole or in part for navigating canals. The inspection and certificate required by this act shall in all cases of ocean steamers constructed under contract with the U.S. for the purpose, if desired, of being converted into war steamers, be made by a chief engineer of the navy, to be detailed for that service by the Secretary of the Navy; pervising inspector of the district where he shall make

SEC. 43. And be it further enacted, That all such parts of this act as authorize the appointment and qualification of inspectors, and the licensing of engineers and pilots, shall take effect upon the passage thereof, and that all other parts of this act shall go into effect at the leans, St. Louis, Louisville, Cincinnati, Wheeling, Pittsburgh, Nashville, Mobile, and Galveston, on the first day of January next, and in all other districts on the

Sec. 44. And be it further enacted, That all parts of laws heretofore made, which are suspended by or are inconsistent with this act, are hereby repealed. Approved August 30, 1852.

## From the Wilmington Commercial. PROGRESSION—INTERVENTION— CUBA.

The London Times has an article respecting our affairs with Cuba, that contains some wholesome truths, while it betrays great ignorance of the true state of public sentiment in the United States, as well as of the disposition of our Government.

The Times is considered as a kind of authoritative exponent of British public opinion, if not British Government policy.

"Powerful as the American people unquestionably are in the defence of all that belongs to themselves, no nation has in these days the strength or the means to run riot in the world, and gratity its own lusts and caprices at the expense of others. This rash and dangerous course will, if adopted, bring them into collision with other States besides Spain, and they would enter into such a contest degraded in the eyes of the world by the popular violence and injustice which have dictated these aggres-

"The conquest of Cuba will not easily be effected by a mere band of freebooters, if indeed, another Lopez expedition were allowed to quit the shores of the United States, But we fear that the American Government will be gradually led on to do, as it did in the case of Texas, what every man of honesty condemns. Let them not suppose, however, that such measures are to be taken with impunity, because Spain is no longer the power she once was .-Spain has still the means of destroying the trade of America with the Mediterranean, and of inflicting tremendous losses upon it by means Orleans is the port of entry, in Louisiana, two thousand of letters of marque all over the world. Exwestern colonies, and no important trade for America to assail.

"Moreover, upon a question of this magnitude and importance to all the maritime States, Spain does not stand alone. We do not pretend to be acquainted with the views of our own Government upon this subject, though it is evident that the acquisition of the Havana by the naval power of the United States would be a change which no British Minister would view with indifference. But the course which ger was picked up in the street by the

defend the interests of Spain, and to strengthen the relations between his own Government and that of Madrid. Nothing would better suit him than an opportunity of displaying and augment. ing the naval power of France, by espousing the cause of Spain against such an antagonist; for such an expedition would flatter the country For the district of San Francisco, California, fifteen | and occupy the public mind, with no serious risk to any French interest.

" However this may be, the firm and collective resolution of the maritime powers of Euted States, when it extends even beyond the-North American continent to Cuba and to the Sandwich Islands, is the safeguard of peace, which might otherwise be sacrificed to the out. ceived and where landed, which record shall be open to cry of an 'indignation meeting;' and the rash. often has the brightness of the eyes commit a greater act of fully than to provoke such a contest, without being assured of the assengers, shall be a lien upon the vessel: Provided, | countenance, or even of the neutrality, of any

There is one remark in the above which is master or commander of any such steamer shall keep worthy the attention of our citizens who are overanxious for "progression," viz: " No na. ry; and if the master or commander neglects or refuses tion has in these days the strength or the means to run riot in the world, and gratity its own lusts and caprices at the expense of others." This sentiment is applicable to the zealots

without regard to cause or consequence. We punished, according to the aggravation of the offence, must have this and we must have that, are the words in common use, without considering whether the thing is right, or honorable, or just. This will never do for the American pon their duties, make solemn outh before one of the people. Besides, if we were disposed to cast certificate, that he will faithfully and honestly, according off all moral restraint and neither "fear God nor regard man," we have not the power to serve the Devil in this particular way. We can do wonders with the right on our side, but we will find ourselves weak in the wrongs of trespass and innovation on the rights of others, Sec. 39. And be it further enacted, That the super- and in our attempts to put matters in Europe in the order to suit our particular views-matters in which we have no real concern, and in which we can only exhibit an ostentatious display about political abstractions; forcing on foreign people political doctrines of which they have only heard the name, but who possesses

Our notion is that we should avoid the new- it with a fangled theories that grow out of that uncouth and unmeaning thing called "progression."—
And yet if we tell some people that we are in favor of progression provided it be an improve. ment, we will soon be given to understand that we have mistaken the idea. So "progression" simply means go ahead, knock every thing down and kick all things over-and is intended just to show the world that we can out jump, out snort, and out scream all creation, and lick the whole concern into the bargain. Not because there is any particular occasion for all the men this, but only that it is necessary to let the fear and the world see that we are exceedingly smart for 150 feet a our age. Yes, good Uncle Sam-and when you do these things you will smart for it, in your of acute in inwards and outwards, depend upon that.

The foreign and domestic policy pursued by the United States has exalted them as a nation above the conceptions, almost, of romance.-We are progressing in this course with a continual and amazing increase and wealth, prosperity and renown-so that our America may be esteemed, in the language of Barlow, the "Queen of the World and the Child of the Skies.', What more do we want than to "go ahead" under the guidance of the wisdom taught | giant, a w in our own history? It is sufficient for us, or hundred for ought to be, that we have ample power to do seem, those what is right, and to submit to no wrong from that it rose other nations. Can any position on earth be chasmmore glorious and honorable than this. Want tance of fe to try your strength do ye ! Many a young man and the re has come out of a senseless trial of strength with a broken back-and many a nation too, that had a stronger back than we have.

Should the coming administration imbibe the fatal delusions that infect a fraction of the democratic party, we believe, as we have said on a former occasion, its days are numbered \_\_ power. though it is possible that the people may be deluded and excited by the "pomp and circumstance of war," so as to consider it a duty to retain those in power who begin a fracas; till they see the end of it. This hardly supposable case would bring our country prematurely to that point in the cycle of nations which marks at the Presu the downfall of freedom; and all our early and have a proc pure aspirations for the rights of man, and all on Monday our hopes that the nations of the earth, stimu- river. Belo lated by our glorious example, would sooner or ed in process later assert the principles of liberty and equal- amid the

ity, would be crushed forever. But we have faith to believe that none of grants, then these things will happen to us; that there is a ny" in the new era opened upon us when the interests of with them commerce, and agriculture, the mechanical arts comfortable and labor in all its invigorating aspects, will their jugs constitute the policy of the government and the will of the people, end that restless disturbers of social and national order, and needy demagogues, and unprincipled politicians will be put of them had in the shade. Heaven grant that we have an The whole administration that will regard these old fash- produced a ioned republican principles that neither time all sides, an nor chance can change, and which belong ex- the Pierce clusively to our America-rejecting the new on Tuesday and untried theories, whether of foreign or do | "Gettysburg

## SUDDEN DEATH.

About thirty millions of immortals annually pass away from earth to the spirit land. How solemn the thought that ere the Autumnal winds of 1853 shall blow whole farm upon us, more human beings will have died than are to be found in the United animal he States. What a vast cemetery, if all these were entombed side by side!

And of those who die how many are hurried away without a moment's warning. Many fall at home, and fall among plenty of co strangers, ere it is possible either to relieve or rescue them. The thunderbolt. -the flame,-the flood,-explosionsparalysis, etc, are all waiting to lay us low in an instant. The Mississppi has already become a liquid sepulchre,-the forest is often made vocal by the groans cept Cuba and Porto Rico, she has now no and shricks of dying travellers by steam, grain, she is t -and how many,-O, how many-have gone down into the deep-deep sea without time to take a transient view of the

The public prints teem with melancholy announcements. One man was killed in a rencontre with another, -a lady retired to rest in her usual health, but next morning was found dead,-a lifeless stran-City guard, - a child was crushed to "Louis Napoleon has every inducement to death by a passing carriage, -several miners were killed by the caving in of the bank above them-a company of carpenters were snatched away from helpless families by falling timbers-a shark carried off a young lady while bathing in the surf-some sailors and passengers came to their death by falling overboard-this is a brief abstract of what is sometimes found in our weekly Journal. While we are writing and you are reading, how many who rejoiced to behold the rising of this morning's sun, are now gasping for the last breath!

Death finds its victims amongst the young as well as amongst the old. How

in an hour waned into the darkness of

If we are bound to the present by naught but an attenuated thread which may be sundered any moment, what manner of persons should we be ? O God, do thou teach us, and let thy Spirit engrave Gibson, of this the lesson deeply upon the tablet of our hearts! -" Boast not thyself of to morrow, for thou knowest not what a day may bring forth." " Be also ready, for ye know neither the day nor the hour wherein the Son of man cometh." "He that being often reproved, hardeneth his neck, shall suddenly be destroyed, and that without rem-

FALL OF ROCKS AT NIAGARA .- Some one at Niagara Falls writes as follows in a letter to the Buffalo Courier:

"It was my good fortune to witness, step. The two one day last week, a sight such as is not often seen, being the descent of an im. of Phrenix, repo mense mass of solid rock into the river top figure is not y below. On the point where we are at of 600 tons. has work, (upon the Lewiston Railroad.) a closed last evening monster rock, weighing as near as I can pany, to be delive calculate about two hundred tons, projected out from the perpendicular ledge on which we were at work, with seemingly no support under it, but held only by the has been accepted earth, roots, &c. on top, and connecting jority of twenty or

ing, as m

Every far

Weekly visit

weakly anim The man cotes for his A good h son of idea t with the flow and though expense, yet till. If her garments: family in ord

What

Lynchburg Es of the late H (near Liberty a little negro. verely bitten out hunting, ran him into the boys put Very soon he thought the s er tried it declined rep little Cuff (bi ike success. of the parties mediately pro ed them with became thorou dicine, the swe happy to hear t cent." The log surprise of all, exhibited hims

The use of w of a snake, we ly tested in this A negro man. copper snake, a an hour drank and was relieve ing from the bi

Iron. -The 1 "The Iron Stan cidedly in flood and Jefferson o at \$40 cash : C. Prospect, 400 tel These sales rior Alleghany -at \$45-time n

The new Banks