

General News.

Correspondence of the Columbia Banner.

ANNEXATION C. II., July 14, 1851. The Stockholders of the Columbia and Greenville Railroad convened in the Baptist Church of this place yesterday, at 9 o'clock, A. M.—The meeting was very large—19,000 shares were represented. The Annual Reports were submitted by the President, Treasurer, Engineer, and Superintendent. These reports were referred to a Committee of which Gen. Harrison of this place, was Chairman. I am happy to say that they present a very gratifying condition of things, and that the good fortunes of the Company may now be said to be secured beyond contingency. This morning the Committee reported, and the Report with certain Resolutions of great importance, was adopted with great unanimity. The most important of these Resolutions were, that the Company issue its Bonds for \$200,000, if so much be necessary to meet the present wants of the Company, and that the Stockholders be authorized to locate anew so much of the Road as will protect it permanently against freshets. These two measures are indispensably necessary, and when carried out, will have the best effect upon the interests of the Company. In the adoption of this last measure, the Stockholders have differed in opinion with the Officers of the Road, who recommend that the end could be secured by the improvement of the present track. But the difference in expense was trifling, and I think that the Stockholders have acted wisely in ordering a new track altogether. Another important measure which has been adopted, is that application be made to the next Legislature for a Charter to run a Road from some point on this Road, at or near '06, to Aiken or Hamburg. This is judged necessary to protect this Company against the influences of other corporations. The following gentlemen have been elected President and Directors of the Company for the next year: Thomas C. Perrin, President; Josiah Kilgore, V. McBoee, J. P. Reid, Judge Whitner, F. G. Thomas, Joel Smith, J. B. O'Neal, S. Fair, D. Nance, J. V. Lyles, W. Patton and Daniel Blake. The Salary of the President has been increased to \$3,500. Before Judge O'Neal vacated the Presidency, Resolutions of the most complimentary character were introduced by Col. Orr, and unanimously adopted. To these he responded in a most appropriate manner. Mr. Perrin on taking the chair made a neat and suitable address, in which he thanked the meeting for the high compliment which had been paid him; and pledged his best efforts to the interests of the Company. One of the last acts of the Convention was to tender to the Judge and his wife, a ticket for life to travel the Road free of charge. The Convention adjourned at about 11 o'clock, and repaired to a beautiful grove in the neighborhood, to partake of a Dinner which had been provided for the Stockholders, by the citizens of this District. It was one of the largest assemblages which I have ever seen in Carolina; it can only be beaten in Georgia, where there is a greater facility for gathering a crowd, than any community with which I am acquainted. Addresses were made by Col. Perrin, Judge O'Neal, and others. Thus ends the meeting; and soon will be heard the whistle of the engine bearing the multitude to their respective habitations. I know that you will be pleased to be assured, that the services of Judge O'Neal are fully appreciated; and that the Stockholders feel that they owe every thing to him; that he has built a road upwards of 160 miles long in the midst of difficulties which have never before been encountered in our State, and which would have paralyzed any one else. He commenced the Road with a subscription of about a fourth only of what was necessary to build it, and a large portion even of that not immediately available; he has had to contend against the floods which suddenly swept from before his eyes a large portion of the Road—in the midst of unnumbered difficulties he has managed to maintain the credit of the Company, and now he retires with the proud satisfaction of having built the longest Road in the State, and leaving its affairs in a prosperous condition. His successor is well known to you. A gentleman of the purest character, of high intelligence and education, of known energy and devotion, and thorough drilling in the practical affairs of life, the Road must prosper under his administration. The Road, we know, has its enemies, but it has triumphed over them. Rival interests have been arrayed against it, and Heaven and earth have been invoked for its destruction. Never was there an enterprise more slandered; but it yet stands, and will stand, a noble monument of the zeal and patriotism of its projectors, and the bright messenger of blessings untold and unnumbered for generations yet unborn. The beautiful village where I now write, is literally one of its creations. It is now in progress of rapid growth and improvement, and presents already all the appliances of highest refinement and civilization. Here are fine Hotels, a large mercantile interest, churches of various christian denominations; academies, lawyers and doctors. Without designing any invidious distinctions, it is well perhaps to add that among its citizens are to be found Judge Whitner, the Hon. Mr. Orr, the former Chief Justice, W. S. Hamilton, and the Rev. Mr. Johnson, being the distinguished Professor of the Baptist State University. And now I bring you farewell words from Long live Anderson, long live the Columbia & Greenville Railroad.

It is a general principle, sanctioned by sad experience, that three generations in Republics will wear out the respectability of any distinct caste. If this axiom be in many instances too true, it has its exceptions. The late Governor Richard Manning, known for his high worth, was a son of the Entaw Cavalier, and whom some of our settled fellow-soldiers remember as Chief Magistrate when they marched to Columbia in 1824, to assist in paying honors to the "Nation's guest, Gen. Lafayette." Our present Governor and Commander-in-Chief, is a worthy son of his worthy sires. He is the senior member of the name, and we confidently trust that his administration will add new approbation to that already acquired. Resolved, That we the officers and soldiers who compose the Company of Artillery belonging to the 4th Regiment in Laurens District, be known and named the "Manning Artillery."

England, Spain and the United States. The editor of the Buffalo Republic, speaking of the editor of the National Democrat, says: "We authorize him to tell the President of the United States that we consider it neither our business nor his, nor anybody's else in this country, how soon Spain abolishes slavery in Cuba."

But suppose that England induces Spain to give the island of Cuba up to the blacks, for the purpose of revenging itself upon the United States; and suppose, also, that Spain is a partner in this English hostility and insult, would it then be "none of your business" whether the island were thus destroyed or not? Suppose, furthermore, that England desires to consolidate on our Southern border an immense negro empire, hostile to us, and friendly to herself, which she could, whenever she wished, set like an army of devils upon Southern States; and suppose that giving Cuba to the blacks were the first step of that nefarious design, would that be none of "our business?" The very fact that England is moving and meddling in this matter makes it pre-eminently "our business"; and we should be unworthy of our place among the nations, were we, for a single moment, to entertain the idea of submitting to such dictation and insult. The whole American people (always excepting the freeholders of this State) would rise up in execration of any President who should submit to such a thing. So far as we have relations with Spain, every principle of just law will be sacredly regarded, so long as she honorably performs her part. But the moment that the jealousy and officiousness of England, or any other power, is allowed to dictate terms between us, the moment that Spain allows herself to be used as a tool of England, to punish the United States, that moment we should make it "our business" to say what shall be done with Cuba.

The fate of this Island is vastly "our business" anyhow; and it is destined to become the Southern outwork of our confederation. Our possession of Cuba would lock up twelve thousand miles of our coast to an unfriendly power, and is therefore indispensable to complete the chain of our national defence. We can therefore never allow it to be transferred to any other power, nor can we allow it to form any other part of an empire of blacks, left there to be a herd of man-eating wild dogs in the pay of England. If England and Spain contemplate any such plot, they will find that we shall make it "our business" to check it in the bud.

The march of our destiny is not only "manifest" but it is irresistible; and neither British jealousy nor Castilian revenge will be allowed to punish us for it.

When our ocean boundaries are complete on every side; when no other nation presses against our line; when the Mexican Gulf is encircled by our territory alone, and Cuba, the closing gem of this imperial ring, nobly bars its entrance to every foe, and holds faithful watch and ward over this our own exclusive island sea, with all its two thousand miles of coast and harbor—the outlet of twelve thousand miles of internal navigation—and is herself the centre and crossing point of our new-born monopoly of the trade between the Pacific; when the continents are rent asunder to make a channel for the revolutionized commerce of the East to pour its inexhaustible wealth into our coffers; when the insane and fratricidal strife of sections shall have yielded to defined principles, founded on a broader filial love for the Union, and a deeper respect for the obligations of the federal compact; then our flag will reign over the union of the oceans, and the circle of our greatness will be complete.

National Democrat.

SEPARATION IN SPAIN.—It appears that the miserable condition to which Ireland was reduced a few years ago, is paralleled by what is now taking place in Spain. A writer in a French paper says: "In vain the venerable Bishop of St. Jacques in presence of more than six hundred unfortunate resembling moving corpses, who daily besiege his gate, has sold his mules and his carriage. In vain has reduced himself and servants to the merest necessities, in order that he might give the rest to those who perish of hunger. All that he or the other bishops and clergy, all that the government can do according to the Esperanza, is but a drop of water to extinguish the conflagration."—When we speak of the government, however, we must remember that a late contribution made by it of 20,000,000 of real, had not been distributed. In the mountains, the starving die by dozens, and in many places flocks of the most dangerous character are joined to the famines. Hundreds of sick expire from want of medicinal and medical aid. The streets of our cities are littered with old men, women, and children, with the visages of corpses, covered with miserable rags, and even worse, trembling themselves no longer except to die, in quiet, and not being with food, are the sneers of the public charity. At the gates of the Arch-bishop's Palace more than a thousand people wait for daily bread; and I hear that one day, lately 4,500 poor assembled to receive the alms distributed in the city by one gentleman.

Wives in California may and do transact business in their own name and on their own account, free from the constraint, detention and debts of their husbands, in accordance to the laws in the same manner, and having all the privileges of business men. The married is obliged to swear that of the original capital invested in her said business, not more than \$5,000 was furnished by her husband. She is also responsible for the maintenance of her children.

South Carolina Railroad. The retiring President of the Company, Mr. Conner, has made a semi-annual report of its affairs on taking leave of the office, which is highly satisfactory. We make the following extracts from the report, showing the general condition of the road: "The road and its outfit, I am gratified to be able to say, is in high condition; and the regularity and precision with which the trains have been run and the business of the road been conducted for the last six months has been highly satisfactory. "The road from Charleston to Hamburg was rebuilt and new ironed mostly in 1850 and 1851, and has been in a state of progressive improvement ever since, until now it is inferior to no road in the United States. "The new road to avoid the inclined plane at Aiken, owing to its heavy work, was not completed until May, 1852—more than a year after the other portions of the Hamburg Branch were completed; but has been in full and successful operation since, and compares favorably with any work of the kind in the country. "The Columbia Branch has also been undergoing constant improvement—portions of the road in the deep cuts and springy foundations having been rebuilt—and the timbers, especially at the butt joints, having been mostly renewed; and the road is now in excellent order, with the exception of that portion of it from the Congaree swamp to the Camden Junction, where the breaches were made in the embankment by the great freshet in August last, and a full force of hands has been at work on that since the water and weather permitted it, and in a short time that portion of the road will also have been entirely repaired. "The Camden Branch has also undergone extensive repairs, and is in an improved condition. "The condition of the Locomotive and Car power of the Company will be seen on reference to the statement annexed marked F.—The outfit, it appears, consists of 54 Locomotives, 23 Passenger, 15 second class Passenger and Baggage Cars, and 611 Freight Cars, valued at \$5,128,149. In addition to the above, 13 Freight Engines and 100 Freight Cars have been ordered, deliverable from 1st July, 1853, to 1st January, 1854. "We find the following contemplated works mentioned in the report: "With a view to the better accommodation of the public and greater convenience to the connecting roads themselves, arrangements have recently been made with the Greenville Road for the construction of a large Freight Depot and Passenger House at Columbia, at the joint expense and for common use of the two Companies. "An agreement had also just been concluded with the Wilmington and Manchester Road, for constructing a new road and bridge over the Wateree Swamp and River, at the joint expense of the two Companies, and for running their trains to our junction of the Columbia and Camden Roads, and establishing three joint depots for the common use of the two Companies. "The Charlotte Road is erecting their own platforms and depot at their junction with us, a mile and a half beyond Columbia, and which, the terms and other regulations of the South Carolina Railroad will be made to conform. "In addition to these arrangements, by which the public interest will be so much sub-served, it is to be hoped that the still greater facility will not be much longer delayed of running the Trains of all connecting Roads in connection together, so that passengers may proceed directly on from Road to Road without detention or delay. "We also subjoin the statement of the receipts and expenses of the last six months: The great receipts have been.....\$618,501 60 Current expenses, including outfit for new bridge at the Congaree..... 268,732 13 Net profit..... 349,769 47 Interest paid on foreign and other debt, damages, &c..... 109,750 34 Net income for last six months..... 240,019 08 Divided, 4 per cent, declared for last half year..... 155,638 09 Surplus appropriated to property accounts \$ 84,381 03 Such is the prosperous condition of the Company's affairs now, and we have no doubt, under the energy and remarkable business talents of the new President, it will continue to be one of the best paying roads in the country. South Carolinian.

OUR CONSUL GENERAL TO ALEXANDRIA.—Mr. Edwin DeLeon, the newly appointed Consul General to Egypt, left this port in the Baltic yesterday, en route for Alexandria. In addition to the ordinary functions of consul he is charged with a margin of diplomatic authority, which considering the present relations of Turkey and her dependencies to the rest of the world he may be called upon to exercise. A gentleman, however, of talents, education, and experience, we have little fear of any indiscretion which is attached to his responsible position. To be sure, in our late contest upon the slavery question he was an ultra in the support of Southern rights; but that fact will be rather to his advantage than his prejudice among the Turks and the Egyptians, who recognize slavery as an institution descended to them from Abraham, and sanctioned by the Prophet. In a word, we shall be disappointed if the Mission of Mr. DeLeon does not result commercially and politically, to the advantage of our country.—N. Y. Herald.

COTTON FACTORY BURNED.—It is with sincere regret that we record the loss of Messrs. Lester & Kilgore. Last Thursday night, about 12 o'clock, their Cotton Factory on Enoree was utterly consumed, with all its contents. The loss is estimated at \$12,000, and we are sorry to learn no portion of it was insured. It supposed the fire originated among the cotton waste in the garner. The heat generated there by the rays of the sun during the day, and the closeness of the room during the evening, caused spontaneous combustion in a heap of greasy cotton. We are glad to hear that notwithstanding this calamity, their wool cards are still in successful operation. This is the third time a cotton factory has been burnt on the same spot. It seems a fatal place, and yet we understand that the energetic projectors are going to rebuild once more, and risk the destiny of the place. Southern Patriot.

The epulettes worn by Police Albert, when in full costume, are worth the trifling sum of five hundred pounds. A small farm on each shoulder.

The Camden Weekly Journal. Tuesday, July 19, 1853. THO. J. WARREN, Editor. JOURNAL OFFICE FOR SALE. As I have determined to remove from Camden, I will sell to an approved purchaser, on accommodating terms, THE OFFICE OF THE CAMDEN JOURNAL. The Paper is doing well, better perhaps peculiarly than at any former period of its existence, and unless I get a favorable opportunity to dispose of it, will be continued under the management of its former proprietor, Mr. T. W. PUGHES, who will take pleasure in giving all necessary information to any one desirous of engaging in the business. The office is well furnished with every thing usually found in a printing office. THO. J. WARREN. A Special Request. I desire all persons who are indebted to me either for the paper or work done in this office, or for any thing else, to settle immediately, as my arrangements are such as to require settlements in every case very shortly. I hope this will be sufficient, as I will place my unfinished business early in the fall in the hands of an Attorney for settlement. THO. J. WARREN. Another Change. The cars for Charleston and Columbia now leave our depot at a quarter to 4 o'clock, and the mid-day train to Columbia, on Wednesday, at half-past 10, A. M. Suicide. We learn from a San Francisco paper that WILLIAM J. LEMMON, formerly of Lancaster District, committed suicide on the 6th of June, by cutting his throat with a pen knife. A coroner's jury returned a verdict of "Suicide in a fit of mental aberration." Mr. L. was about 40 years of age, and has left a wife and several children in Lancaster. Janney's Hotel. The arrival at Janney's Hotel, (late Congaree House) Columbia, since the 18th January to the 1st July, were five thousand five hundred and twenty-two, (5,522) exclusive of children and servants, which would increase the number very considerably. Protest Withdrawn. The protest entered against the legality and validity of Brigadier General J. W. BLAKESBY'S election on the 22d of April last, to the office of Major General of the 4th Division of South Carolina Militia, has been withdrawn. Literary Notices. We have been favored with several new books recently, from the Press of Messrs. LIPPINCOTT, GRAMBO & Co., Philadelphia, for which we tender our sincere thanks. THE RACE FOR RICHES.—This book embraces six lectures applying the word of God to the traffic of men, by WILLIAM ANSTON, Minister of Free St. Peter's, Glasgow. With preface and notes to the American Edition, by STEPHEN COLWELL. This work, in its character and aim, is similar to that of the Bible in the Counting House, by Dr. BOARDMAN—a most admirable book. Lectures first of the Race for Riches, treats on the relations that subsist amongst the different classes of society in general, and in particular the intercourse between employers and operatives." Shows the necessity for kindness and mutual friendship between the employer and employed—that mutual sympathy must exist in order to a proper reciprocity of interest and feeling, says the author, "The intercourse of human beings, acting with and for each other, without human sympathy, is like the acting of wheel upon wheel in machinery without oil." Such books as these are calculated to do good, and ought to be sought after and read by all. The precepts of the Bible are taught as the only safe and infallible rules by which human actions can be properly regulated—teach that the Christian in every relation is the highest style of man—that we may be merchants, manufacturers, or any thing else, and yet be honest and governed by the dictates and rules of christianity. The idea prominently inculcated is, that honesty is the best policy in every thing. In this progressive age of lightning and steam, the idea seems prevalent that to succeed in business, make money, get rich, and be influential in the world, a man must be very active and sharp—to take advantage wherever he can do so, without the risk of detection—in other words, cheat and rob his neighbor, for it is nothing less. We believe in calling things by their right names. That man's standard of morality must be exceedingly low, and his sentiments, of necessity, sordid and corrupt, who unblushingly holds such opinions. We believe that prudence, perseverance, and punctuality in business, will ensure any one final and complete success, without resort to counterfeit arts and subtleties. SWORD AND DISTAFF.—A story of the South. By W. GILMORE SIMMS, Esq.—MR. SIMMS has written a great deal, and enjoys a reputation for Novel writing which few have in this part of the Union. This volume embraces nearly six hundred pages printed in neat style. The story was originally published as a supplement to the Southern Literary Gazette. THE BIBLE IN THE COUNTING HOUSE. By Rev. JI. A. BOARDMAN, D. D.—We acknowledged at the time it was received, this volume—from Messrs. LIPPINCOTT, GRAMBO & Co.—but had not read it. We have since done so however, and take great pleasure in saying that it is one of the best books which it has been our privilege to read; and if Dr. BOARDMAN had never done any thing else but write this volume, it would be itself sufficient to immortalize his name. For practical, every day, useful reasoning, we would be willing to compare it with any body's book. The style is easy and unpretending—the arguments are incontrovertible—and no man with a human soul in his body can read it, without acknowledging the truth and justice of all the preacher says. There are eleven Lectures embraced in the volume, making in all over four hundred pages, handsomely printed and neatly bound. We commend it to our merchants particularly, and every one else generally. These books, and a great many other valuable and interesting works, may be had at Mr. Youce's Book-Store. THE SOUTHERN QUARTERLY REVIEW.—This able Quarterly comes to us promptly, and is welcomed for its excellence. Perhaps no work in this or any other country can boast of a larger or abler list of Contributors. W. GILMORE SIMMS, Esq., the Post and Orator Editor, continues to control the Editorial department; and we are sure the typographical department, under Messrs. WARREN & BERRY, cannot be excelled. Among the number of contributors are those of Hon. BAYLY TAYLOR, of Va., EX-GOV. HARRISON, Hon. J. A. WOODWARD, Gen. JAMISON, of S. C., Prof. DELLOW, of La., and a host of other equally able writers. The Review ought to be in the office and library of every gentleman at the South. COL. MAXCY GREGG was, on the 2d inst., elected a Regent of the Lematc Asylum, in place of Capt. A. R. TAYLOR, resigned.

Agricultural Exchanges. The July numbers of the Farmer and Planter, published at Pendleton, in this State, the American Cotton Planter, at Montgomery, Ala., and Southern Planter, at Richmond, Va., have been received. Dr. SYMTH.—It will, says the Southern Presbyterian, be highly gratifying to the numerous friends of Dr. Smyth, to learn that though deprived, for the present, of the use of his left limb, both his mind and speech remain unimpaired. Accompanied by his family, he has gone, by the advice of his physicians, to Newport, R. I., for the summer, with the hope of restoration—so far, at least, that his usefulness may yet long continue to his own congregation and the Church at large. THE TELEGRAPH COMPANY.—The late meeting of the stockholders of the Washington and New Orleans Telegraph Company was numerously attended. Mr. Alexander presented the annual report, which represents the affairs of the company as being very prosperous. The old debt of \$25,000 has been paid off, a large extent of new line constructed, and a dividend of 5 per cent. made out of the net earnings of the present year. Mr. Alexander having declined a reelection, the following gentlemen were chosen officers, viz: Smith Mowry, Esq. of Charleston, President; B. E. French, of Washington City, Treasurer, and Daniel P. Clarke, Secretary. Correspondence of the Camden Journal. COLUMBIA, July 4, 1853. Mr. Editor.—The President and Chief Engineer of the Spartanburg and Union Rail Road hold out strong and favorable inducements to subscribers at this place to take Stock. The establishing of Machine and Work Shops here, is of itself sufficient inducement, if all other advantages were lost sight of, to subscribe liberally and promptly. This of course must throw something like two hundred mechanics in a business here, which otherwise would not be carried on. The amount of money which would be necessarily expended in the erection of such important enterprises could hardly be estimated at less than double the amount of Stock subscribed for by the citizens of Columbia. In view of these results, is it not reasonable, and manifestly the duty of the people without a moment of delay to take a sufficient amount of Stock to insure so important an enterprise in our midst? and one which must of necessity add largely to the business and prosperity of Columbia. In regard to the worthy and enterprising President of the Spartanburg and Union Road, if he has a superior in South Carolina I do not know it. I have known him intimately and well for fifteen or twenty years, and for sound judgment and practical business habits, and success in all matters either of a public or private character, he has been eminently successful, indeed I am not advised of any undertaking in which he has engaged which has failed. In his own District he is very popular and highly appreciated. As a private man his life is devoted to planting and merchandising, also engaged in carrying on a Cotton Factory, all of which are successful operations. In public he has served the District faithfully in the State Legislature for four years, and in the Senate for nearly eight years. In regard to the able and gentlemanly Chief Engineer, J. F. MILLS, Esq., he has shown himself in the line of his profession. I am quite sure a Rail Road under the supervision and direction of such a man as Mr. Mills must succeed beyond doubt. Now the question is, Will the people of Columbia go near as far as an enterprise which promises so much for their benefit? It is to be hoped they will and that speedily. J. C. JANNEY. PARDONED.—The somewhat celebrated Dr. HINES, it will be remembered, (says the Savannah Daily News, 14th inst.) was convicted some eight months since in the U. S. District Court, and sentenced to six months imprisonment in the county jail, to hard labor, and at that time to pay a fine and to remain in jail until the fine was paid. His term of imprisonment expired some months ago, but being unable to pay the fine, he was detained in prison. We are informed that several citizens knew that Hines was unable to pay the fine, petitioned the President to have him pardoned which request was complied with, and on Monday last the captive bird was once more upon his wings. Whether the Doctor has acquired any lessons in morality, during his sojourn on the South Common, his future career will disclose. It is enough for the public to know that Dr. Hines is once more at large. THE ANTI-LICENSE EXPERIMENT.—Some months ago, the Town Council of Edgefield put a stop to the granting of license for the sale of ardent spirits in any quantity under three gallons. Many don't the experiment an idle one, and by no means calculated to achieve any real good for our community. We confess ourselves to have been among those who doubted its efficacy, although we were more than willing to test it. It affords us pleasure to say now, after some four months trial of the Ordinance, that it has certainly proved salutary. Whether the actual amount of drinking among our citizens has been diminished in any considerable degree we are not prepared to say. We doubt very much whether it has been. But it is certain that we are now spared the necessity of witnessing many degrading evidences of riot and debauchery, which once made our Village a place to be avoided rather than visited. A lady can now walk our streets, even on a public day; without the fear of having her inmate modestly shocked by the coarse ribaldry of drunken beasts. A Divine can pass and reposit too on these occasions without being subjected to the pain of hearing all that he holds sacred profaned by the imberbeate's curses. A Chancellor can walk from the Court of Justice to his quiet lodgings without being annoyed by some buffoon's attempted witticisms. In short, as to all the public nuisances which dramsop drinking is so apt to inflict, upon Villages particularly, we may say with safety that they have been largely abated in our midst by the Ordinance above alluded to, by which it was refused to license tipping establishments.—We trust the enactment may long continue to operate as well as it now does.—Edgefield Advertiser. There are 109 public schools in this city, under the immediate control of the board of education, 100,000 children attend the schools—the daily average attendance being one-half that number. The free academy has 500 students, 13 professors, and a number of tutors; and the annual appropriation for its support is twenty thousand. Columbia College was established in 1754; has 120 students, exclusive of a large grammar school, and rejoices in a library of 16,000 volumes. The New York University was established in 1831; has since

that time educated 455 students, one half gratuitously; and with a splendid edifice, is unfortunately some \$40,000 in debt.—N. Y. Mirror. Later From Europe. Baltimore, July 13. The British Mail steam ship Arabia, Captain Judkins, arrived at New York on Wednesday from Liverpool, which port she left on the 2d inst. The British Mail steam ship Canada, and the U. S. Mail steam ship Washington, had arrived out. THE LIVERPOOL MARKETS.—The sales of Cotton during the week comprised 50,000 bales, of which speculators took 9000, and exporters 6000, leaving 35,000 bales to the trade. Holders were firm and the demand was fair, but prices irregular. Fair Orleans was quoted at from 6 3/4d. or 6 7/8d.; Middling Orleans at from 5 7/8d. a 6d; Fair Uplands at 6 1/2d, and Middling Uplands at 6d. Rice has slightly advanced. STATE OF TRADE.—Trade in Manchester is unchanged. The Havre Cotton Market has undergone no quotable change since the last advices. The sales during the week ending the 29th ult., comprised 8000 bales. All qualities of Rice in Havre had slightly advanced. The French Funds had declined. The Russo-Turkish Question.—Turkey has demanded in due form an armed intervention on the part of the four great Powers. The French and English fleets at the last advices were at Tenedos. The intelligence that the ultimatum had been rejected reached St. Petersburg on the 24th-ult. The Emperor of Russia in the strongest language assured the English and French Ambassadors that the destruction of his fleets would not prevent him from invading Turkey. The fourth division of the Russian army has been ordered to enter Moldavia. The Russian forces stationed on the borders of the Black Sea, comprises 160,000 men. France has offered Turkey 60,000 muskets. The Czar of Russia is greatly incensed at the conduct of the English Premier. Slaves in Cuba. GENTLEMEN: Your paper to-day contains a communication from Louisville, Kentucky signed "A subscriber," asking for information regarding the system of the British Government in the disposal of recaptured Africans. You have I believe, correctly stated the course pursued by the British cruisers on the Western coast of Africa, but you are unable to say what becomes of the captured slave taken by British men of war upon the coast of Cuba. Being desirous of affording you that information, I propose to state what my own personal knowledge, during a residence of the best part of my life, in Cuba, I know to be true. When a British cruiser captures a slaver and takes her with her cargo into any Cuban port, a board of commissioners called Comission mixta, or mixed commission, takes cognizance of the whole matter, and after a full investigation reports accordingly. This commission is composed of English and Spanish officers. If the vessel be declared a lawful prize, she is retained as such by her captors, and her slaves are landed and placed under the charge of the Spanish authorities. These slaves are known as emancipados and are deposited by the authorities at the barracks to remain in the bonds of slavery for ten and sometimes fifteen years, for which time they are sold for the sum of eight dollars, equal to \$126. They always meet with a ready sale, but their unscrupulous masters rarely ever return them to the authorities; for, though a register is always kept, and they be claimed at the expiration of the stipulated time of service, yet a false certificate of death is quite sufficient to seal their doom forever. The same practice is carried on in regard to the offspring of female emancipados. Either their birth is not registered, or the mother, ignorant of her freedom, passes off as, and is claimed to be, a slave. When it is considered that at the time of their capture and introduction they are mere savages, and speak no other but their native tongue, and that they new masters are very careful never to inform them of their condition as emancipados, but keep them in common with other slaves on their plantations, it will not be wondered that they remain forever in bondage, and thus the most solemn compact is grossly violated, and African slaves recaptured by the British cruisers derive no benefit whatever thereof and their condition differs not from those who are successfully introduced by Spanish slavers. In 1844, I think, the number of emancipado Africans introduced in Cuba, composed of Congo Luceuses, Carabales, Ganges, and other tribes, were calculated to be from fifteen to twenty thousand. How far that number has swelled I am not able to say. If the above, in addition to the statement in your issue of to-day, offers any satisfactory information to "A Subscriber," my object will be as duly accomplished as the task has been cheerfully performed. DON YON DE CORDOVA. Washington, June 25, 1853. National Intelligencer. REDEFINING THE TIME.—"As in a letter" says Mr. Jay, "if the paper is small, and we have much to write, we write, closer, so let us learn to economize and improve the remaining moments of life."—Work while it is day; the night cometh when no man can work. "I must be very industrious, for this is the only candle I have, and it is almost gone," said a little girl to herself, as she sat swiftly plying her needle by the light of a candle that was burned down almost to the socket. LIFE.—In every journey there are some tedious passages, the very remembrance of which is wearying; and in the pilgrimage of life the analogy holds good in this instance also. RURAL AXIOMS.—A "cheap plow" at five dollars, costing in one season three dollars in repairs, and three more in lost time to teams, men, and by retarding crops, is a dearer plow than one at ten dollars, requiring no repairs. A ten acre field, costing fifty dollars per acre, and ditched, manured, and improved fifty dollars more, so as to give double crops, is much more valuable and profitable than twenty acres unimproved costing double the money. "Ma, how high you reckon I am?" "Well I don't know, sonny—how high are you?" "Well, I'm ten feet three inches, or three feet ten inches; I don't know which. I'm some tall—ain't I ma?"