

Yesterday's mail brought New-York papers of the 20th, and Charleston of the 30th ult. There is no foreign intelligence. The Charleston editors have received, by an arrival from New-York, papers up to the evening of the 22d. There had been two arrivals at New-York, the Helvetia and the United-States, from Havre; they sailed on the 4th of July and bring no European intelligence, but such as has been anticipated by the Liverpool arrivals. The commercial items are more recent than those hitherto received. There had been several other arrivals from Liverpool, Amsterdam and Bristol. The Jaka Liston, from Liverpool, was below at New-York; should the mail duly reach us on Saturday, we may probably have some continental news to offer our readers.

Information has been received at Baltimore, that the brig Vulcan, of New-Orleans, which sailed from Old Providence for St. Yago de Cuba, and thence to San-Juan de Nicaragua, was run away with by the mate, Anthony Felix, and crew, from the island of Old Providence. The brig was loaded with Nicaragua wood, dry hides, sugar, rum, wine, some bales of cotton, &c. and was bound to Omoa, to fill up for a port in the United-States. The captain was ashore on business when the vessel went off, and there was on board a gentleman who embarked at St. Yago de Cuba, named George Gregory, for whose safety great apprehensions were entertained. The vessel and cargo belonged to captain Martin. The Vulcan is described thus: French built, 127 tons burthen, full rigged, painted with yellow sides and half ports. Anthony Felix is a native of St. Michael's, aged 46; John Peters, 2d mate, short, thick set and sallow complexion. It is supposed they have gone in the Gulf of Dulce, Bay of Honduras. The captain had set out in pursuit of his vessel.

It appears that an unusually high and very disastrous freshet has lately occurred in the Congaree River. The plantations below Columbia were inundated, and the water had risen three feet above the railing of the causey at Huggabook Swamp. The cotton crops are represented as, in all probability, totally destroyed. It was with the utmost difficulty and at immense hazard that the Columbia Stage came on at Charleston.

A letter from Augusta, dated on the 28th ult. says: "As apprehensions may be felt for the safety of our town, from a paragraph in the Chronicle of this morning, I am induced to write you to say, that between 3 and 4 o'clock this morning, the river commenced falling, although slowly, (it having fallen but six inches till the present time, say half past 9 o'clock,) it has removed all apprehensions, which at one time last night were very serious, of the town's being overflowed. The cellars and stores on the wharf are all filled with water, and a lot of 30 hhds. of molasses and 200 casks of salt, in one of them, are completely surrounded with water, and they were compelled to remove their goods from store to store. One lot of salt, about 7,000 bushels, has been considerably injured. The Charleston mail which was due yesterday afternoon, has not yet arrived. It has rained here constantly and severely for the last month. It is now ascertained that the entire crops of the South Island, cannot be less than \$20,000."

LATE FROM LISBON.

The Sarah, at New-York in 41 days from Lisbon, left off the Tagus, a French squadron of 13 sail including 6 line of battle ships. They had captured about 30 sail of merchantmen, a corvette, and a gun brig. It was reported on the 7th ult. that Don Miguel had dismissed all but one of his Ministers appointed new advisers, and was making active preparations to defend the City against an expected attack from the French. A French brig of war was going into the harbor on the 10th, supposed for the purpose of making new demands of the government. Lisbon was in a state of great ferment, most of the prisons were full, and arrests were daily making. An American squadron was looked for.

Extract of a letter dated Lisbon, July 8. "We are on the eve of great events, for there are at Carcaes six French 74's, four frigates, sundry corvettes and brigs of war, and other vessels which show no flags, and are thought to be from Azores. On our side there remains great confusion for there have been several appointments and no one will accept them. The Duke of Cadaval is out of office, and Count de Barro has charge of all the Departments. Sundry regiments have been sent down, but the soldiers go off muttering, and it is thought here they are not in the humor to fight. At Belem we have one 74, three frigates, sundry Corvettes and Brigs, in a very bad condition, although brightly painted."

From a London Paper of July 6. REBELLION IN MOROCCO.—Extract of a letter from Gibraltar, dated the 10th June: "We have received news of the rebellion at Morocco: it seems that the Emperor being at Fez, had determined to go to Mequinez, and being accompanied by his Imperial Black Guards, and some white troops, a quarrel arose on the road between the troops, when a battle was fought and great carnage ensued, ending in the complete defeat of the whites, the remnant retreating to, and shuttling themselves up in, Little Fez where they were blockaded by the Emperor at the head of the Blacks. All overtures of peace were rejected by the Emperor, he vowing the extermination of the white troops, now fallen completely into his power, and who are described as people belonging to a very warlike and brave province, and often lay down the law for the sovereign."

From the Nassau Gazette, August 13. TURKS IN ISRAEL.—It has been, for some time past rumored, and from information we have reason to believe is true, that a negotiation is in contemplation, if it has not been already opened through the Bermuda agent in England, between some of the inhabitants of Turks Islands, and the Ministry, for a separation of Grand and Salt Keys, the Caicos, Heneguan, Mayagana and Hoguies from this government; the succeeding district to be in future governed, as the conquered colonies, by orders in Council. How far such a dismemberment of the colony could be reconciled to acknowledged principles, or might affect the remainder of our islands, we for the present forbear to observe on; in the sincere hope that no such event is at hand. But it would appear that a very remarkable declaration of the late House of Assembly, one that in fact, mainly led to its dissolution, has given occasion to a serious question, the novel bearing of which is said to be much relied on, by the friends of the proposed change; namely, whether the power of the Legislature has not been transferred to the Executive, and whether the latter, by whatever name the right may be denominated;

and having the sanction of the government, has the King may avail himself of this surrender, to remodel our government on principles more agreeable to the present temper of the mother country. For the Bahamas, by their representatives, have solemnly declared that they would transact no more business with the Governor of the Colony. This was a length to which neither our, nor any other assembly ever before proceeded. Petitions have been sent, praying the removal of Governors, and other public officers. Supplies have been withheld for a season, and in parliament, ministers have had to resign their places, when overpowered by opposition majorities. But no parliament, since the revolution of 1688, has ventured to say to the King, "We will do no more business with you," or, "you must resign your place." Now, the governor of a colony is not a minister or mere servant of the crown, but actually represents in the colony, the king's majesty, as fully, for every political purpose, as the Assembly represents the people. A refusal therefore, by the latter to acknowledge any of the rights of sovereignty in the person of the governor, decidedly is a measure of revolutionary character. A declaration by the king that he would do no business with the commons, would constitutionally amount to an abdication of the throne. By a fair parity of reasoning, a like declaration by the commons with respect to the sovereign, would at once dissolve the political compact between them. And a new order of things would be the necessary consequence, to be effected, in the mother country, by the nation; and in the colony of course, by the national government. It is true, one house may be dissolved, and another elected. But if our late house spoke the genuine sentiments of the country generally, a new one is not likely to undo the mischief. Besides a privilege once deliberately relinquished, cannot be recalled, except as a matter of duty, and on such terms, and under such conditions, as may be dictated by those who grant that favor.

If therefore Turks Islands and their contemplated dependencies, are severed, and placed under the crown, on the same footing as Trinidad, &c. is there not just reason to apprehend that a similar fate awaits the remaining districts of the colony? We do not give the foregoing view of the subject as being entirely our own, but as that of others, of which we have been informed, and think entitled to consideration.

The frigate Potomac, Commodore Downes, now at anchor off the Battery, is to sail in a day or two for the Pacific, by way of the Cape of Good Hope, and will touch at Samarra, Java, and other places in the Indian Sea. She takes this route, for the purpose of affording aid to our trade in that quarter.

(N. Y. Standard.) HAMILTON, BRAMUDA, July 12.—The sloop Thomas-son, Captain King, arrived in the harbor on Saturday last, from Demerara. Captain King reports that on the 4th inst. at 12 3/4, 32, 32, 30, 20, he fell in with a suspicious looking schooner rigged, when first seen was lying without any sail set, but was soon under a press of canvass in chase of the sloop, and continued the chase about half an hour. The schooner not gaining on the sloop, and a brigantine about this time appearing in sight her course was altered, and when last seen from the sloop was in full chase of the brigantine, standing to the east-ward. She was a long low vessel, with black top sides. No doubt the same vessel which the Prince of Waterloo, and other vessels in the West Indies, have lately reported, have fallen in with about this latitude.

Previous to Captain King's leaving Demerara, an American brig arrived there from the United States; the captain of which stated that he had fallen in with a derelict brig, richly laden, with sails, rigging, &c. standing; took from her a few barrels of flour. The American Captain stated, also, that he knew the vessel to be from Baltimore, and bound up the Mediterranean with presents from the American Government.

The following extract of a letter from the Consul of the United States at Malaga, to the Secretary of State, is published for the benefit of commerce generally: "U. S. CONSUL, Malaga 9th July, 1831."

"I have to request you will make known, through some of the papers, the necessity of all vessels clearing for this port, to have the Spanish Consul's certificate upon their bill of health; otherwise, the strictness with which they exercise the quarantine laws here, will be the cause of much perplexity and serious difficulty, (if not expulsion from the port,) to any Captain arriving without that necessary document. Vessels do arrive in this place without the requisite certificate, and they may as well avoid prolonging their quarantine, always attended with considerable expense, as omit the trouble of obtaining it from the Spanish Consul in the port where they sail from, it being now deemed a sine qua non in the entrance of a vessel from almost any port, but particularly from ports in the United States of America."

The celebrated Mr. Sadler lately promised, in the British House of Commons, to enter fully into the consideration of the distresses of the laboring poor of Ireland; hoping to show that the country wanted nothing more than fair play for her native industry, and fair encouragement for her native resources. He said: "The grievances of Ireland was not want of her natural capital, but of a proper distribution of it, in the cultivation of her waste lands, and other sources of wealth and productiveness, and such a legal provision for the poor as would insure industry against the vicissitudes to which the laborer was exposed in all climates and under all civil institutions, and invest property with a security, and hence value, which it would be impossible it could possess under the present system of misrule in that country. (Hear, hear.) He was far from intending by this, to shift the burden of a poor rate should fall on the resident cultivator of the soil, or the resident clergyman. By absentee proprietors, who spent in foreign luxuries the hard earnings of the tillers of the soil, to contribute his just portion to the support of those from whose industry he derived a lordly income. (Cheers.) Selfishness and pseudo science might raise their feeble opposition to the proposition of a poor law in Ireland, but the cause of benevolence would prevail for it was based on the eternal principles of moral and political justice."

The Supplement to the Allgemeine Zeitung of the 24th June, received yesterday, contains the following information respecting Greece. The situation of the Greek President, according to all accounts, is becoming very critical. The revival of Athens is an interesting circumstance. "The accounts from Athens are satisfactory. The Turks have evacuated the Acropolis, having brought down and sold all the cannon and stores. Nothing has remained in it but the old and the new ruins, the ancient regulations, and the sacred recollections by which the place was protected, even under the Turks. These late masters of Athens are removing in proportion as the fields; the others continue to reside unmolested in the ruins of the city, and in the country, which enjoys the most profound tranquillity. The sale of the land proceeds rapidly. All hasten thither, because it is known that Athens will be the seat of the new Government. Whole crowds of strangers, Greeks as well as foreigners, come to purchase, intending to increase the number of the citizens of New Athens. The best arable land is sold at 50 Turkish piastres (about two dollars) for a square of 100 feet. Among the foreigners of distinction who have

visited the island of Andros, the Captain-General of the island, Austria; Admiral Malcolm and Lord Flindley; Admiral Mian, Mian, and Rissopole. The weather in Andros was extremely favorable, and the country in this first year of its liberty promises a most abundant harvest. If tranquillity and legal order are preserved, it will be converted (in less than ten years) into a garden, with a new city full of life, industry, splendor and wealth—and will be soon covered with all its ancient towns, the traces of which are everywhere visible. In Kubos the sale of the estates of the Turks proceeds slowly, because most of the purchasers had gone to Athens. Hence the prices of the finest and most fertile gardens, or arable land, are still very low; and there is the best opportunity of purchasing extensive estates for a few thousand dollars."

PROVIDENCE, Aug. 15. A passenger in the brig Mount Hope arrived yesterday from Key West, sailed July 29th, reports that the vessel that was seen on fire off the west end of Florida Reef on the 23rd ult. and which was supposed to have been fired by a pirate was the Br. ship Sylvia, from Jamaica for Bristol, Eng. It was understood at Key West that the person who had the charge of the ship, was intoxicated and ran her on shore, on the outer shoals of the Tortugas. The Captain of the Sylvia seeing two schooners (one the Commerce, and the other the Trader) approaching, which he mistook for wreckers, declared he would set her on fire before they should have her, which he accordingly did, and she was burnt in the water's edge. The wreckers succeeding in saving some part of the cargo. The vessel and cargo were estimated to be worth from 20,000 to 25,000. The captain of the Sylvia had not been taken, and the British Consul had written to New-York and also to England, to have him apprehended.

From a late London paper. WOOL.—We are sorry to notice that the communications from the woolen-manufacturers show that considerable languor prevails in that branch of industry, and the market for the raw material is also dull. As regards the manufacture, the operation of the act of 1824 that repealed the old act of Elizabeth, which prohibited the export of raw wools, English growth, is now beginning to be felt. Seven years have elapsed since that act passed, and the Americans have been actively engaged during that period in preparing for the manufacture of woollens. During this course of preparation they continued to purchase our manufactured goods. They are now in a condition to purchase the raw material, which they commenced to do freely during last December, and thereby materially relieved the market, which was at that time very heavy. They have been large purchasers again within the last month, which has had a similar effect of lightening the raw market, but it has also had the effect of checking the manufacture of woollen goods. We are offering no opinion in this place as to the operation of the great principle connected with the free exportation of English wool—there were many, and cogent reasons, no doubt, for its adoption in this particular instance.

We are merely stating the dry fact, that the act in question is at this moment interfering with the woolen manufacture, inasmuch as it has converted the Americans into the purchasers of English wool instead of English manufactured woollen articles. Notwithstanding the Americans had been large purchasers of the raw material within the last six months, still the market is very dull, and the price much lower than in the months of February and March. Foreign wool is also very dull of sale. The clip of the present year is short, owing to the extensive rot among the sheep; but as the foreign orders are limited, it is expected that the supply will be equal to the demand, according to present appearances. At a recent sale of 893 packs of foreign wool, not more than 40 were actually sold, notwithstanding the assertion of some of the evening papers of the same day that the whole went off at full prices.

One of the London papers thus describes the plans of two ships' no building, for purposes of experiment, at the Sheerness Docks: "The Salamander is intended for a ship of war, and is to be made sufficiently strong to carry a mortar. She is 175 feet in the keel, and 200 feet aloft, and will mount 83 guns. The timber used in her are of English and African oak, the latter being placed in the less important parts. They are precisely of the size and substance used in a frigate of the largest class. The wheels, instead of projecting from the sides, as in ordinary steam-vessels, will be set into the sides, a digestion equal to about three feet being created by running the shaft up straight along the space to be occupied by the paddles, which are to be less broad than those generally seen; thus, when the wheels are covered by the protecting planks, the sides will present an entirely unbroken surface; so that the shape and symmetry of the ship will be as perfect as it might be in an ordinary frigate. In the construction of the Calliops, English oak, African oak, mahogany, cedar, teak, and other timbers are to be used; the great object to be attained by building her being positively to meet what species of timber is the best and the most durable, and which will accordingly be kept afloat for ten or twelve years, and at the expiration of this period it is proposed to alter her, and decide upon the relative merits of the timbers used in her construction. She is large enough to carry 32 guns, if pierced after the usual fashion, but she will only carry 24, which are to be mounted according to the plan adopted by Captain Marshall, in the Donegal; the advantage of which is, that all and each of the guns are given a more extensive space wherein to range, being fixed upon pivots, and having the carriage divided into two parts, the latter of which is moveable. With guns mounted in this manner, it is possible to bring the whole weight of the carriage to bear upon any given point at a short distance, and also to fire into boats along-side and under the muzzle of the gun. Greater elevation for ten or twelve years, and at the expiration of this period it is proposed to alter her, and decide upon the relative merits of the timbers used in her construction. 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