

ENGLISH NEWS.

Arrival of the America.

(By Telegraph via St. John)

HALIFAX, Nov. 11.—The steamship America arrived at Halifax on Friday morning at 9 1-2 o'clock, with 126 passengers and dates to the 29th October.

The Baltic arrived out on the 26th.

The position of affairs remains unchanged. It is now reported that the Czar will rather back out of the Principalities than fight there. This news is surmised to be the purport of the reply sent by Russia to the request by France and England to evacuate the Principalities.

Certain transactions in the London market would indicate that parties were in possession of exclusive and favourable information, but the public at large are kept altogether in the dark respecting the progress of affairs. We have, however, to record that on the 14th, the combined fleets of England and France left their anchorage at Besika Bay, and entered the Dardanelles. They have come to anchor in the Sea of Marmora, under shelter of the island of Marmora.

The Turkish Cabinet is said to have declared that the movement of the fleets was not intelligible. If the allies are apprehensive of the safety of the Sultan, the Turkish Government undertake to guarantee his safety, and have no use for fleets at Constantinople, except as the forces of active allies. The presence of the fleets in any other capacity would the Turks say, be an avowal of weakness that would wrong Turkey in the eyes of Europe.

No reliable account of the hostilities have been received, although numerous statements were circulated. There was much running to and fro of couriers with despatches, but little is suffered to transpire. During the week it was positively asserted, and as positively denied, that the four powers have the draft of a new proposition ready to submit to the Sultan and Czar. The king of Belgium was said to be exerting his influence with the four powers to prepare such a note.

Several papers published the following spurious despatch, via Vienna, of the 23d:—

The army of Omer Pacha, which could be kept back no longer, has passed the Danube, and beaten the Russians at Ottenitza. The Russian vessels on the Danube have fallen into the hands of the Turks.

The following is more reliable, which was telegraphed via Brussels:—"A skirmish on the Danube is reported from Vienna.

Turkey prohibits the export of corn. On the 19th, no fleet was at Constantinople. It was not believed a pitched battle would be fought.

The Turkish Government was acting with much military sagacity. It has officially recognised Schamyl and the other Circassian chief—has given them military rank as Turkish officers, and is sending them arms and supplies. Gen. Goyon, the Hungarian, is sent as Lieut. General to Asia.

The Russians were augmenting the number of their troops, but they were in a bad state from scarcity and sickness. The weather was mild and favorable for military operations.

The latest telegraphic despatch published in the Paris Moniteur, dated Bucharest 25th ult., states that two Russian steamers with eight gun boats forced the passage of the Danube on the 23d, and encountered a brisk fire from the Turkish fort of Isactcha, between Reni and Ismael. The Russians had one Colonel, three officers and 12 sailors killed, and 50 wounded, but they pretend that they had set the fort on fire by a shell.

In France, everything is prepared for a land expedition to Constantinople, but no orders will be given for it to leave unless new circumstances should render it necessary.

Letters from St. Petersburg, received in Paris, speak of a strong desire for negotiation on the part of Count Nesselrode, and even the St. Petersburg Journal has an article which is decidedly in this sense.

At Paris it was reported that the Emperor Nicholas had abdicated in favor of the hereditary Grand Duke. Unlikely as the report was

it had the effect of giving firmness to the market.

The London Daily News publishes a copy of the order dated Oct. 8th, from the Grand Vizier, to the inhabitants of Constantinople, calling on them to preserve order, to pray for the success of the Turkish arms, and to prevent the Christians from any insult or annoyance.

A meeting has been held at Manchester in favour of the Maine Anti-Liquor Law for England.

The steamer Argo, with £500,000 sterling has arrived at England.

FRANCE.—The Moniteur publishes an important editorial, indicating that the French Government will be firm in its support of Turkey.

Spain has ready for sea a fleet carrying 104 guns, supposed for the Mediterranean.

ITALY.—The Pope is recruiting in health. He has opened two stores in Rome to sell food at a reduced rate.

The strikes at Wigan and Preston continue, with others threatened, but they are on the whole balanced by an unfavourable report of the crops.

BREADSTUFFS.—The prices of all kinds have further advanced, and well supported, and still tend upwards. The war rumours were unfavourable.

Prime white and red Wheat had advanced 3d. with large business doing. Flour in good enquiry at 6d to 1s. advance during the week. Indian Corn in speculative demand at 2s to 3s per quarter dearer.

The prices for Quebec Pine and Spruce Deals were sustained.

IRON.—All descriptions in good demand.—Common bars 8 to £8 s. Rails £8 s. to £8 10s for Wales. Scotch Pig advanced to 75s for good Glasgow numbers.

MONEY.—The British Fund had fluctuated considerably. Consols closed on the 28th, for Money and Account at 91 5-8 to 91 1-4. Money in demand.

Freights from Liverpool to the United States have varied little during the week. Dead weights less offered, and lower rates taken.—Steerage passengers not abundant.

STILL LATER.

NEW YORK, Nov. 14th.—The steamer Baltic arrived at 12 1-2 o'clock with 175 passengers. Breadstuffs essentially unchanged, but lower if any change at all.

The Turks have crossed the Danube unopposed.

It was rumoured that an Armistice had been agreed upon.

The news as usual contradictory.

The Arabia arrived at Liverpool at 2 50 P. M., on Saturday afternoon, Oct. 26th.

The Baltic's news is interesting but may be briefly told.

Everything is enveloped in mistification.

A Vienna despatch announces that an Armistice between the Turks and Austrians, was agreed to for an indefinite period. This despatch materially advanced the price of English and French Funds.

Another despatch says that a satisfactory diplomatic note of the four powers was on the way to Constantinople—that the supposed Armistice was to allow time for its acceptance. This strengthens the funds, but it began to be rumoured that the Armistice was a conditional order to Omer Pacha not to commence hostilities till November 1st, if he had not already begun—this depressed the stock market, and it was further depressed by a Telegraphic statement, apparently authentic, that the Turks had crossed the Danube in strength, and occupied Kalafit, with the intention to attack the Russians in the open field. The fact is, the public did not know, and have no means of knowing, which of these conflicting statements to believe, consequently are trembling and anxious for later news from the East.

There have been desperate riots at Wingas, Lancashire, England, by turned out operative Colliers. Much property destroyed. The troops called out, &c.

M. Soult has presented his credentials to the Queen of Spain, and was graciously received.

The Abandon, Stormaway, arrived at Liver-

pool on the 21st October, in 107 days from Canton.

FRANCE.—The Moniteur contains strong encouragements to growers of Cotton in Algeria.

Very latest by Submarine Telegraph to Liverpool—The Turkish Cavalry and Infantry Corps crossed the Danube on the 27th, and took possession of Paniliat, and more were passing.

The Russians are gathering Round Kalafit, and a collision was expected next day. Another dispatch says 20,000 crossed the Danube near Widden and occupied Kalafit without collision, the Russians having retired.

The London Times has a dispatch from Constantinople, saying the Austrian Envoy had submitted to the Sultan a draft of a note from the four powers. The same note being previously accepted by Russia. The Times still thinks negotiation may prevent general war.

MARKETS.—Liverpool, Nov. 1st.—The general aspect of the Cotton market is heavy, sales have been at a reduction of one sixteenth.—Breadstuffs generally well supported, but without excitement.

THREE DAYS LATER!

(By Telegraph.)

(From the St. John "Morning News.")

The War Commenced—Great Slaughter between the Contending Armies—The Russians Defeated—Decline in Breadstuffs.

NEW YORK, Nov. 17.—The Arabia arrived at 9 o'clock, A. M. (Latest by Submarine Telegraph.)

Fighting had occurred in Walachea.

The Turks attacked the town of Guergeos. A Russian Force was despatched to the assistance of the town when a battle ensued, with considerable slaughter.

Another engagement took place near Kalafit between 4,000 Turks and a like number of Russian Cavalry, the latter retreating.

The Russians have been defeated in Circassia.

LIVERPOOL, 6th.—Breadstuffs declined.—Flour 1s. 6d. Wheat 4d., per 70 lbs. Corn 4d. Provisions dull—Prices tending downwards.

COMMANDER McCURE.—This enterprising British officer has immortalized himself by his successful efforts to prove that there is a north-west passage to the East Indies by the way of the Arctic Seas and Behring's Straits. If he should continue fortunate and in due time return safely to England, he will undoubtedly find honors and rewards showered thickly upon him.

This bold navigator is comparatively a young man, but has prosecuted his labors with a degree of enthusiasm seldom surpassed. He was the first lieutenant of Sir James Ross's ship Enterprise, in the first searching expedition of Sir John Franklin, and was promoted for that service. He then volunteered for the second expedition, by way of Behring's Straits, and proceeded thither in company with Captain Collinson, of the Enterprise, at the beginning of 1850. Capt. Collinson, however, parted company with Commander McClure, and bore up for Hong Kong for the first winter; but Mr. McClure stood on toward the northeast for winter quarters, and the last we heard of him before the present season was in Behring's Straits where Captain Kellett, in the Herald, arrived just in season to see him dashing on towards the ice. Captain Kellett then deemed it advisable to recall the Commander, and made the signal accordingly; but McClure parted from his senior officer with the Nelsonian reply, also signal, "Can't stay! Own responsibility." That was the last communication that took place with the Investigator on the Behring's Straits side of the North Pole.

In connection with this subject perhaps the most singular fact is that, having parted with Capt Kellett in this manner and in such a locality, this very Commander McClure and this very Capt Kellett should meet on the next occasion on the other side of the pole; in fact that Captain Kellett should be the very man to rescue McClure and his brave followers from starvation, and give him the helping hand to

accomplish that almost superhuman enterprise which he forbade him from undertaking.—Captain Kellett became aware of the position of the Investigator from a letter previously deposited by Commander McClure at Melville Island.

The Investigator was left on the 15th of April last in the harbor of the Mercy, latitude 74° 6 N., longitude 117 45 W. It was Capt McClure's intention, if possible, to return to England this season, touching at Melville Island and Port Leopold.—Boston Journal.

LOSS OF THE DALHOUSIE AND FIFTY-NINE LIVES.—The ship Dalhousie, from Gravesend 13th ult., for Sydney sunk on the 19th off Beechy Head. Fifty-nine lives were lost.—The only particulars that have reached us—indeed all that is known, or is likely to be known—of this melancholy loss, we have from the only survivor, Joseph Reed. He says that he was standing at the helm when he felt a tremulous motion in the ship, and at once perceived that she was sinking. He ran up to the mizzen-top-mast-head, when she speedily went down, carrying with her, we regret to say, all on board, except this solitary survivor. As she sunk he was floated off, and managed to support himself for several hours on one of the boat's chocks, when he was seen and picked up, after being upwards of ten hours in the water, by the brig Michael Grove, Ransom, of Arundel, and landed at Dover. Fortunately the Dalhousie had but few passengers, only three ladies and six children, besides the captain's wife and two children. A few other cabin passengers awaited the ship at Plymouth who have thus fortunately been preserved. It was blowing strong at the time the vessel sunk, but this in no way accounts for her sudden going down. The Dalhousie was a strong ship, only five years old, teak-built, at Mulmain, in the East Indies. She had a valuable cargo on board.—English paper.

FRIGHTFUL RAILROAD ACCIDENT.—The express train upon the Hudson River Railroad, going west, was thrown off the track on Saturday evening, near Yonkers, owing to the negligence of a switch tender.

The train consisted of thirteen passenger cars, one baggage car, and two powerful locomotives, and contained 700 passengers. When the accident happened the train was going at the rate of 35 or forty miles per hour.

The engineers discovered the misplaced switch a short distance ahead, and immediately reversed their engines, and leaped off, followed by the firemen.

The train was thrown off into the midst of a lot of freight cars, standing on a side track; the two locomotives and three passenger cars were smashed, and the loss is estimated at \$50,000.

Many of the passengers were more or less bruised, but no lives were lost, nor a bone broken. The switch tender has absconded.—American paper.

FRONTIER BANK BILLS.—It will be remembered, that some months since, an Express Messenger was robbed of a large number of new one dollar bills on the Frontier Bank, Eastport. The bills have been signed by the robbers and put in circulation. The Bank of course refuses to redeem them, and have issued one's from a new plate. Unfortunately they resemble in general appearance those stolen, and the public are likely to be deceived. The difference between the good and the bad is as follows:

Those stolen have for a vignette a female seated with a rudder in her hands, and a quadrant by her side, while a railroad train is approaching in the back ground. A few of the genuine are in circulation, but those unacquainted with the real signatures had best refuse all bearing this vignette.

The new ones have for a vignette, a sloop scudding before the wind, while in the distance is a steamer and several vessels. There are a large number of forged bills in circulation, and those receiving money had better use great caution.—Boston Traveller.

In Washington, the price of board at the hotels has advanced to two dollars and a half per day; and the price of brandy to ten cents per glass.