

THE LONDON EXPRESS.

WASHINGTON, NOVEMBER 23, 1815.

IMPORTANT FROM EUROPE.

ARRIVAL OF THE STEAMSHIP BRITANNIA AT BOSTON.

Terrible railway revolution in England and France.—Expected famine in England.—Proposed opening of the ports.—Meetings of the English cabinet.—Warlike preparations in Great Britain.—Depression in the cotton-market, &c. &c.—Important ministerial changes.—Resignation of Marshal Saut.—Prostration of trade in the manufacturing districts, &c. &c.—Markets, &c. &c.

We lay before our readers, in an extra form, very copious extracts, containing the foreign news of importance. We are indebted to the "New York Herald" for these items of general intelligence on this head.

About 1 o'clock yesterday afternoon our special and exclusive express from Boston reached this city, with the despatches which arrived at that time in the steamship Britannia at 8 o'clock on Thursday evening.

Our messenger came by horse part of the way, and then by the famous steamer Neptune, of the Independent Line, to this city. We are particularly indebted to Mr. Geo. Williams, the gentlemanly agent of that line, and to Capt. Collins, of the Neptune, for their energy and exertion in aiding us to carry out this piece of enterprise.

The Britannia arrived from Liverpool on the 4th inst., and we have papers from that city to that date, from London to the 3d, and from Paris to the 1st, in her.

Our accounts in a commercial and financial point of view are more important than they have been for the last twenty years. A terrible revolution has commenced in England, greater than that of 1825, and similar to that of 1837 in the United States. This revolution has been produced by the combined influence of a bad harvest all over England and Europe, a bad monetary system, and the unthinking industry in railway speculations. All stocks and every article are going down—except the price of breadstuffs, which the impending famine will raise and improve. This terrible moment is just in its commencement. The first blow has been struck; and in Ireland, the agitator O'Connell is already using it for the purpose of opposition to deflection. The English government seems to be in a state of alarm, and Sir Robert Peel is calling cabinet after cabinet, to deliberate on the opening of the ports, and the best means to meet impending famine. Cotton is down—corn is up—and the excitement caused by the revolution is increasing every day. What the result may be, no one can tell—perhaps it is the "beginning of the end" of the financial and political superstructure of England and France.

The steamship Marmora from New York and Liverpool for Constantinople, put into Cove 2d November, with coals on fire, and would discharge them.

The warlike preparations in Great Britain continue.

The frequent cabinet councils, following each other so quickly, had created a good deal of anxiety throughout the kingdom, and it was thought that they would result in the opening of the ports for France.

The London Standard of the evening of the 3d inst., officially makes the annexed important announcements:

"A cabinet council was held on Saturday afternoon at the residence of Sir Robert Peel, in Whitehall Gardens. The ministers present were Sir Robert Peel, the Duke of Devonshire, the Lord Chancellor, Lord Wharncliffe, the Earl of Aberdeen, Lord Stanley, Sir James Graham, the Chancellor of the Exchequer, the Earl of Haddington, the Earl of Lincoln, and the Right Hon. Sidney Herbert. The council sat for four hours and a half. After attending the council, the Earl of Lincoln left town for Windsor Castle on a visit to the Queen.

"Another cabinet council will be held at the residence of Sir Robert Peel, in Whitehall Gardens, this afternoon."

All this trouble and distress in England is producing an extraordinary reaction in parties there. It is already stated, on excellent authority, that Lord John Russell, the late leader of the whigs, will join the administration of Sir Robert Peel, and that he will succeed Lord Stanley as colonial secretary. To this important change in the ministry may be attributed in a great degree the confident hope that the ports will be thrown open.

American news of the 16th was republished in London papers of the 22nd, together with speculations of the American press on the affairs of Mexico, Texas, and the La Plata. The London Times, in an article on American politics, remarks that the commencement of the season will, in the course of a month, call from Mr. Polk a full and authentic statement of the policy of the government, and adds thus: "The message of the President of the United States has seldom had more momentous topics to deal with, more important doubts to remove, more hidden things to reveal."

Mr. O'Connell attended a great gathering of the repealers at Mayo, on Sunday, Oct. 19th. It is stated that 80,000 persons were present, in spite of a great deluge of rain.

The Paris share-market is in a still worse state than that of London or Liverpool. Reserved carriages for ladies are becoming general on all the principal railways in England.

It is rumored that the banks of England and France are about to make arrangements for the reciprocal remittance of railway deposits, so as to obviate the derangements in the currency.

Accounts from Leipzig and Frankfurt state that the commercial interests in both those cities were in a very embarrassed state, and a financial crisis was inevitable.

Thirty railway speculators have taken "French leave" of their bankers in Vienna; the consequence is a fall in shares, and a curtailment of credit.

Another advance of a halfpenny on the 4 lb. loaf took place on the 22nd ult., in different parts of London; the "p" price, therefore, of "cheap" bread is now 8 1/2 d., and of the best wheat 9 1/2 d., and in some places 10 d. the 4 lb. loaf.

Since the introduction of railways, 412 acts have passed the British Parliament, empowering the construction of 278 lines, (some of the acts were for extensions, durations, &c.) and the total amount of capital to be raised on them was £154,716,537.

There is a report that the Prince de Joinville is to proceed to the coast of Morocco, with a squadron of ships of war, to protect the subjects of France, and to oversee the government of Morocco.

The average number of British ships wrecks in a year is 600, the value of property destroyed £2,500,000 sterling, and the number of lives lost 1,560.

A Paris ministerial paper has the following rumor of a settlement of the Oregon question: Our private correspondence from London announces that the cabinets of London and Washington have come to an agreement on the question of the Oregon territory. Oregon territory has been rejected by

the American Senate by a majority of only two votes. An American plenipotentiary had repaired to London to follow up the negotiations which have at length ended in a final arrangement.

IRON STEAMERS.—The construction of iron steamships is now making rapid progress in England, and particularly at Liverpool. In the extensive yard of Messrs. James Hodgson & Co., there is now no less than five iron steamers building. One, an iron steamer of 1400 tons burden, the first of a line of new steamers to run between New York and Liverpool; her engines will be of 180-horse power, with the screw propeller she will be fitted up in the first style for passenger and freight accommodation. Another iron steamer, of 600 tons, to run between Liverpool and Rio de Janeiro, the first of a new line of eight; her engine power is to be 100 horse, with the screw propeller. Also a third iron steamer, of smaller tonnage, intended for Buenos Ayres, with the screw propeller. They have also several other smaller iron ships now building. The yard accommodation is extensive, possessing machine rooms, furnaces, smiths' shops with a 90 yards' frontage to the river, which is a mile wide at that point, and 24 feet deep at high water at their yard—which, with other conveniences, are ample enough for building seven iron ships of 700 tons each, if fitted with the screw, at the same time.

WARLIKE PREPARATIONS.—There is evidently a screw loose between us and some other of the countries from which, according to royal speeches, we are everlastingly receiving assurances of love and amity. Preparations for sudden hostilities are going on in all directions. Signs of the war are being traced in every quarter. Old fortifications are being repaired, added to, and strengthened. New ones are being erected. There is an unusual bustle in the naval yards, as well as in the arsenals. Ships are being made ready up to that point from which they could at once be pushed into immediate service. Those in service are gradually increasing their crews to the war complement, while a large and delicately called "sea experimental squadron," as an army of observation is sometimes designated a *corps sanitaire*, is in high order, and fully manned, prepared for a dash in any part of the world, and against any enemy against whom it may be directed. But what is it all for—what is it all about? These preparations cannot be from any apprehension of a quarrel with the United States about Mexico or the Oregon territory. Some of them are being made too near home for that. The real cause is, on one side, without mining matters, that, in spite of the recent bathing machine alliance, things are not quite comfortable between us and our French neighbors just now. The cause of difference, if not dispute, between us, and, indeed, many. Not satisfied with kicking us out of Spain, and turning us out of Greece, they are now busy with their intrigues in China, that they may carry off all the advantages for which we fought and conquered in the late war with that country. Their eagerness to repeat the feat of the wolf and the lamb towards our ally of Morocco may, also, in the end, lead to an unpleasant issue with us. But the grand bone of contention just now is the marriage of one of Louis Philippe's sons with the sister of the Queen of Spain, which will elevate him to the throne of that country, and bring about a new and formidable compact between France and Spain. We say that such a marriage would surely elevate the French prince to the throne of the world. We have not a doubt of it. Louis Philippe has no such thought; but the wretches by whom Queen Isabella is surrounded and held in captivity, are too deeply steeped in crime and blood to be so ready to bestow a crown on a man who would murder to those which they have already committed, to subvert their selfish and ambitious purposes. —*Liverpool Chronicle*, Nov. 1.

EXTENSIVE FORGERIES BY A LIVERPOOL MERCHANT.—On Saturday, information was circulated throughout the divisions of the metropolitan and city police, that Mr. Lyon, an extensive merchant in the city of London, and in the Smyrna and American trade, had absconded from that city, having committed forgeries to a very large amount. Mr. Lyon is believed to have left Liverpool about Monday or Tuesday last; but he was not missed till Thursday. It is rumored that he is in London, and that he intends to quit the country. He is described as about five feet ten inches high, sallow complexion, black bushy hair and whiskers, rather prominent nose, dark eyes, thin face, prominent teeth, thin figure, dressed in a black frock coat, figured-silk waistcoat, light trousers, and black hat, Wellington boots, and several rings on his fingers; is fond of smoking, and is well known in the sporting world. —*London Times*, Nov. 3.

TERRIBLE RAILWAY REVOLUTION.

The railway mania has received its stimulus. Something like a panic has overtaken the speculators in iron highways. Now that the reaction has come, it brings in its train ruin and devastation, and bankruptcy to thousands. But the end is not yet. A more gigantic system of swindling has been set on foot in these latter days, and the number of "respectable" persons who have lent their names to support bubble companies, make us blush for the credulity of our common humanity. The Times has been foremost in this work of denunciation, and it matters little what motives may have prompted the potatoes of Printing-house square to sound the tocsin; whether jealousy of their contemporaries, or vexation that they did not participate equally in the spoil, or a determination to destroy the game of those who did—all this is beside the question. "We try the act, the motive Heaven can judge." The only regret is, that it was not done sooner. But certain it is, that the Times, true to its character, is seizing the right moment for acting upon fears, or controlling the public mind, kicked the beam at the critical instant, and to some extent produced the revolution which is now witnessed. But without desiring to undervalue the power and the influence of the journal in question, it would be weak to attribute the prostration in the share market solely to its thunder. The Bank of England, the critical state in which the food of the country has been placed by the harvest, and the state of the potato crop—above all, and beyond all, the ridiculous experiments which the projectors of the numerous moonshine companies made upon the common sense of mankind—these causes, irrespective of the diurnal monitoring, have forced the declension to its present point. The wreck of fortune and of character, which this temporary insanity has produced, will be felt long after the causes that produced it have passed away. As a proof of the extent to which this huge system of swindling has been carried, it may be mentioned that even ladies were not exempt from its influence. The friends and relatives of those who pulled the wires of certain imposing puppet schemes, were in the daily habit of haunting the parties given in the share-brokers in the metropolis, to watch the market, in order to turn their letters of allotment to the best account! One of the railway papers mentions a certain batch of female speculators who, in order to realize, by this kind of cheating, during the height of the mania, the astounding sum of £500,000.

FAMINE EXPECTED IN ENGLAND.—Hitherto the cycle of the seasons has befriended Sir Robert Peel.

Four good harvests in succession have filled his exchequer with the produce of the harvest—made the nation prosperous, and the people content. About the scene is changed—the evil day has come upon him, and has found him unprepared to face it. Famine—gaunt, horrible, destroying famine—was impending. Fears have seized the public mind. In Ireland matters look appalling—in England gloomy. The granaries of the continent are exhausted. The corn-fields of the Vistula, the Danube, and the Elbe, are barely sufficient for the local wants of the inhabitants. The nation is in commotion; and the cry of "Open the ports, and let in corn duty-free," is heard on all sides, reverberated from every part of the empire. The "pressure from without" has made itself heard in Downing street, and faith in the sliding-scale has gone for ever.

A third of the potato crop in Ireland is destroyed. The government has sent scientific professors to the scene of the mischief; and the awful truth is out, that this large portion of the people's food—their only food, the only article of public utility—their life, their health, their very existence, is in jeopardy. What is to be done, in this terrible, this unlooked-for emergency? "Open the ports!" is the exclamation; and there stands the shivering Premier, like a reed in the wind, paralyzed between affection for his subjects, and the horrors of public famine. There he is, balancing the pro and con. But necessity is superior to consistency—superior even to law. The ports must be opened. O'Connell—who assumes to be the tribune of the Irish people—goes beyond the measure of a great public man, to the extent of a million and a half, to be expended in the purchase of food; he calls for a tax of fifty per cent. on the absence, and a tax of ten per cent. on the residents; he asks for the prohibition of corn exports from the island, and the prevention of all distilleries consuming grain. Large demands, these. Will they be conceded? A day or two will solve the question; and in the meantime, speculation will find a wide margin for the exercise of its ingenuity.

The sliding-scale—that cunning scheme to make food artificially dear—is in the crisis of its fate. Swept away now, as it will be, its reimpotion, with the views which the public entertain, and which commercial and even agricultural members have tardily adopted, will be found impossible. It is gone for ever. In future years a small fixed duty may be imposed—the sliding-scale never. Everything proclaims the speedy extinction of the sliding-scale, and the triumph of the fixed duty. The language of the professed supporters of the ministry, the feeling in the public mind. It has long been seen and foretold that the first season of scarcity would be the last of the sliding-scale. It is now a fact. His "shivering" is probably simulated, not real. Placed between cross-fires, exposed on his flank and his rear, it is necessary that he should play his part not so well as to appear to give a triumph to either party. This he does, and he does so well. Like the catty maid, half willing to be pressed," he may, perhaps, feel inclined to sing—

"How happy could I be with either—
Were I either dear charmer away."

But it is suspected by those who appear to know him, that he is secretly leaning towards a liberal commercial, in contradistinction to a monopolist, policy.

LATEST COMMERCIAL INTELLIGENCE.

(From the Liverpool Times, Nov. 4.)

PROVISIONS.—The American provision trade presents no very striking feature. Of beef there is only a limited quantity in the market, and holders appear anxious to dispose of the stock on hand before the arrival of the new. Pork is dull, notwithstanding the small supply in the hands of the trade; this result is mainly attributable to the unhappy state of matters in Ireland, where the farmers have been compelled to sell their stocks to a sale. There has been some cheese brought to the hammer at a public sale, but only one-half the quantity offered found purchasers, and that at a reduction of 3s. per cwt. The market is bare of lard, and the price is high, owing to the state of the buttermilk. The wool of the United States continues to find customers in England, and this branch of trade is improving; indeed, there appear to be no bounds to the demand for it. The price of cotton is still high, and the same period of eight months has been 24,100 tons.

FLOUR AND GRAIN.—The corn market continues to rise, and the averages to decrease a little; but the "jump" in the scale by no means indicates the actual price which good wheat realizes. The quantity of indifferent or bad grain which is thrown up by the market keeps up the average, and such a mixture cannot be applied to a scheme which very unfairly represents the actual price of the article. The opening of the ports is a question so important in itself, not only as it affects the corn trade, but what is the reason for doing so, and in order to put calling out of the question, he is said to be waiting for the report of the scientific commissioners whom he has sent to Ireland to investigate the potato disease. Some say that Parliament will be immediately summoned to consider what ought to be done, in the

present emergency. A privy council must be called, and the ports can be opened, and as no announcement nearly meeting had been made, some days, it is probable, may elapse before the policy of the cabinet will be made public. The state of things in these kingdoms at the present time, with the certainty of "bread-stuffs" coming in free, or at the lowest nominal duty, must have a considerable effect on the price of those commodities in the United States and Canadian markets. As a proof of the diversity of opinion which prevails in the cabinet on the subject of rescinding the corn laws, even for a temporary purpose, we may mention that another meeting was held, at the house of Sir Robert Peel, yesterday afternoon.

THE CORN-LAW.—The members of the anti-corn law league, resident in Manchester and its neighborhood, held a special general meeting in the Free Trade Hall of that town on the 23rd ult. The whole of the building was densely crowded; and a great was the anxiety felt by all classes of the people to be present at the proceedings, that many ladies and gentlemen who attended were utterly unable to find sitting accommodation. Among the more influential persons who occupied seats on the platform were R. Cobden, esq., M. P., J. Bright, esq., M. P., and J. Brotherton, esq., M. P. Messrs. Cobden and Bright addressed the meeting in speeches of considerable length, and urged upon the audience the importance and necessity of using every exertion to upset and finally overthrow the present system, that prohibits the free importation of commodities which form the principal portion of sustenance for the laboring classes. Judging from the present aspect of affairs, and the wonderful change which seems to have come over the minds of some of the corn-law advocates, there can be no doubt but that the days of "agricultural protection," as it is called, are numbered, and that, ere long, the "sliding scale," corn duties, &c., will be consigned with the things that were. With regard to the addresses of Messrs. Cobden and Bright, it is enough to say that they were pointed and convincing in the nature of their remarks, and at times eloquent and humorous.

COTTON MARKET.—The cotton market, as a reference to our reports will show, continues in a depressed state; there is but little doing, and if prices are not actively lower than at the departure of the last steamer, they may be said to be in favor of the buyer. The cotton market reflects so faithfully the general feeling of the commercial world, that it may always be regarded, and in fact is, the best index of the state of the market. A variety of circumstances will account for the depression which prevails: foremost amongst the number, is the apprehension of a general panic, contingent upon the present state of the potato crop; the deficiency of business in the cotton trade, and the abundant supply which speculation in rails has been carried. Other branches of business are suffering more or less from these combined causes; and as the winter approaches, this feeling of alarm, there is too much reason to apprehend, will rather increase than abate. The news which came to hand last week by the Cambria, gave no reason to apprehend that the new crop will be much, if any, below that of last year. Long staples, it will be seen, is lower than at the sailing of the last steamer; so are Brazil, so is common Egyptian; but the inferior kinds of American have not suffered much depression—albeit the price is 1/2 d. per lb. lower within the last fortnight. Since Friday, the 1st instant, the business has not improved, and dullness reigns supreme. Speculation has disappeared; and in the absence of all activity, the sales during the intervening three days, only amount to about 3,000 bbls. The sales of the week have made itself felt at Havre, where, as our correspondent at that city states, the same kind of lethargy exists which at present prevails here.

INCREASE IN THE IMPORTS OF SUGAR.—It is highly interesting and satisfactory to learn that the imports of sugar into Great Britain, up to this time, exceed those of 1844 by 24,000 tons, of which 10,100 are from the West Indies, 7,000 from the Mauritius, 4,500 from the East Indies, and 2,000 foreign produced by free labor. The increase in consumption in the same period of eight months has been 24,100 tons.

RAILWAY TRAFFIC.—For the last three months of the present year, £2,413,062 has been received for the conveyance of goods and passengers on the various railways now opened in England; the length of which is estimated at about 1,160 miles.

The returns published by the Bank of England for the week ending the 25th of October, gives the amount of notes actually in circulation as £22,026,115—being a decrease, as compared with the previous week, of £297,330. The public deposits show a decrease of £164,757; and the bank deposits a decrease of £305,470. Against these the bank has diminished the securities held by £1,118,414, and the notes in reserve by £135,935. The amount of bullion has again suffered a decline of £1,022,000; the present aggregate amount of both branches being £14,001,200.

Trade in the manufacturing districts shows, in its comparative prostration, the effect of the various causes at which we have hinted in our publication for the week ending the 25th of October. The failure to receive a check; but there is nothing so gloomy ahead, that a speedy and healthy reaction may not take place.

The iron trade continues brisk; and masters and men are well employed. In the price of pig-iron, a slight decline has taken place. It is now quoted at 44 1/2 s. in Glasgow. Our market returns will show, nevertheless, that the existing rates are still high and remunerative.

IRELAND.

The accounts from the sister island, for some days past, as regards the potato crop, are of very serious and alarming character. The failure is dreadful in the extreme, and the prospects before the great majority of the lower classes truly horrifying. The authorities at Dublin Castle seem to have directed their attention to the matter. Commissioners have been employed to visit the different provinces, and to report to his excellency the result of their examination. Up to the present time, these reports are of the most discouraging character. With a people so steeped in poverty as the Irish are, and discontented with "the powers that be," it is frightful to contemplate the consequence of scarcity. The numerous railways likely to be in progress of formation next summer, and during the course of the present winter, will, no doubt, materially assist to alleviate much of the suffering that would otherwise ensue.

The agitation for repeal is still carried on. Since the sailing of the last American steamer, a number of monster meetings and repeal banquets have taken place; at all of which the Liberator figured as commander-in-chief, and long and eloquent orations made on behalf of the darling object of these political agitators.

The Dublin papers state that the custom-house authorities in that city have been directed to make arrangements for the admission of corn, duty free, and after the 1st of November.

The "Times Commissioner" continues his report on the state of Ireland. He paints, in forcible colors, the wretchedness of the people, their

want of industry, and their unwillingness to expend the least money on the improvement of the land, however much they may repay the outlay. Mr. O'Connell still makes him the object of bitter attacks.

THE POTATO, THE FAMINE, AND THE RENT.—A correspondent of the Dublin Mail, calculating that one-third of the potato crop has been destroyed; that six millions of the Irish population are dependent for their existence on this scanty crop; that the smallest average quantity of oatmeal, the next cheapest food that can be allowed to sustain human life for a day, is one pound avoirdupois—comes to the legitimate conclusion that, supposing oatmeal now selling from 16s. to 17s. 6d. per cwt., should, during the dearth, rise no higher than 20s., it would take no less a sum than £17,940 a day, or £3,255,000 for the half year, to sustain the lives of two millions (one-third of the six millions) of the Irish people. As our contemporary well observes, this is a frightful estimate, and the great agitator has turned the matter in his capacious mind, and has just issued his appeal for—what does the reader think? Why, for nothing less than the annual O'Connell tribute. This would be incredible if told in a romance; but simple truth beats the most elaborate fiction. The "faithful" are to contribute on Sunday, Nov. 16th.

FRANCE.

Our advices from Paris are to the last inst. The announcement of the resignation of the brave old veteran Sol, appears to be based on truth. At his advanced age, repose and retirement would well befit him, so that the old soldier, like the Roman in the Capitol, should be enabled to adjust his mantle before the closing scene of his eventful career. It is now said, that although he will resign the post of Minister of War, he will still nominally retain the presidency of the council. The French telegraph has been busily engaged in transmitting to Paris the state of the war in Algeria. The French forces had left Oran with 5,000 men in quest of Abd-el-Kader; whether they will take or overtake him, is another question. He is said to treat his French prisoners well and handsomely; and, in doing so, he sets an example, which it would have been to the credit of the French army, had they imitated towards his countrymen.

LIVERPOOL COTTON MARKET.

October 31.—Long-stapled cotton is rather lower than last week. Egyptian of common quality is more decidedly so—say 1/4 to 1/2 d. per lb.—and Brazil slightly; but the great bulk of American qualities remain in price much as before, the turn of the market being in favor of the buyer. A variety of circumstances will account for the depression which prevails: foremost amongst the number, is the apprehension of a general panic, contingent upon the present state of the potato crop; the deficiency of business in the cotton trade, and the abundant supply which speculation in rails has been carried. Other branches of business are suffering more or less from these combined causes; and as the winter approaches, this feeling of alarm, there is too much reason to apprehend, will rather increase than abate. The news which came to hand last week by the Cambria, gave no reason to apprehend that the new crop will be much, if any, below that of last year. Long staples, it will be seen, is lower than at the sailing of the last steamer; so are Brazil, so is common Egyptian; but the inferior kinds of American have not suffered much depression—albeit the price is 1/2 d. per lb. lower within the last fortnight. Since Friday, the 1st instant, the business has not improved, and dullness reigns supreme. Speculation has disappeared; and in the absence of all activity, the sales during the intervening three days, only amount to about 3,000 bbls. The sales of the week have made itself felt at Havre, where, as our correspondent at that city states, the same kind of lethargy exists which at present prevails here.

LONDON CORN MARKET, Nov. 3.—The supply of wheat this morning from Essex, Kent, and Suffolk was pretty good; little business was, however, transacted, in consequence of the uncertainty as to what steps government will take respecting the corn laws. The sales effected were at a decline of 2s. per quarter; bonded wheat held at various rates, but did not meet a brisk inquiry. Malt and barley is lower, while grinding maintains its value. Beans and peas find a ready sale, at firmly supported rates, Flour meets a dull, heavy sale. Canadian barrels are disposed of at 36s. to 38s.; and American, in bond, 31s. to 33s.

LIVERPOOL CORN MARKET.

Nov. 3.—PRICES.—Wheat per 1,010, Can. red 8s. 6d. a 8s. 9d.; white 9s. 6d.; U. S. red 8s. 9s.; peas, Can., white 4s. 4d.; Indian corn per 480 lb. 40s. 4d.; in bond 32s. 3s.; flour 31s. 3d. to 37s.; U. S. sweet 36s. 3d.; in bond 31s. 3d.; do and Can. sour 32s. 6d. to 33s. 6d. in bond (U. S.) 26s. 6d. to 27s.

LONDON, Oct. 24.—The high prices asked for a small quantity American keg lard, and the very unfair sale, have made buyers cautious in purchasing this article. Cheese: The small quantity of American arrived here has brought 6s. per cwt. above last year's prices.

LIVERPOOL MARKETS, Nov. 3.—AMERICAN PRODUCE.—Arrivals of beef for October rather limited. Sales about 441 cts. Prices advancing as the stock is below that of last year. United States mutton, 100 lb. of 200 lbs. in bond, 34s. 6d., prime 28s. 6d.; mutton (100 lb. of 200 lbs.) 68s. 7d.; extra Indian, family, &c., 100 lb. of 336 lbs., 85s. 9d. Supply of pork small, but a fair amount of business is doing, prices well supported. United States prime mutton, 100 lb. of 200 lbs., 55s. 6d., prime old 47s. 6d. Arrivals of United States cheese rather scanty, especially when compared with last year. At a late sale by auction, only one-half brought forward was sold; prices reduced fully 3s. per cwt., but quality rather inferior. We quote prime, duty paid, 52s. 6d., ord. 46s. 0d., inferior 40s. 6d. per cwt. Market for English well supplied, but, notwithstanding the expectation of a large consumption, the last advices from America are deemed rather dangerous. Lard scarce and much wanted; liberal arrivals would no doubt cause a decline in value; as prices have lately been forced up simply from want of stock, and the extreme rates paid for butter; fine in kegs 49s. 5d., in bbls. 47s. 9d., inf. to grease 25s. 2d.; lard oil 43s. 4d. per ton; tallow dull at 41s. 4d. 6d. per cwt. A ready sale for good Canadian butter at full prices (74s. 6d. per cwt. duty paid) of best sales 1440 cts.; of pork about 300 bbls. A good deal of cheese has arrived during the last few days; but much of it has not yet been landed, and its effects on the market remain yet to be seen. Wool.—The public sales in London were closed 24th ult., and went off very satisfactorily. About 100 bales American offered, realized fair prices—say 1s. 3d. 1/2 s. 1/2 d. per lb. We shall, however, have an opportunity of giving our market a fair trial with the U. S. growth, 36s. 6d. when there will be offered, by public sale, about 500 bales fleece, and 500 alps, and, as we anticipate, by that time, the present dull state of our market will have subsided, we shall have sufficient competition to establish their value, compared with other wools. The demand for low wools, of all kinds, continues dull; but as the supply of this class is now limited, on account of the high prices on the other side, we expect a little improvement, as regards consumption has never, at any former period, been so large.