

THE WEEK LATER FROM EUROPE.

ARRIVAL OF THE PERSIA.

ANOTHER GREAT RAILROAD FRAUD.

THE FRENCH ALLIANCE STILL PRECARIOUS.

ANOTHER RISE IN THE RATE OF INTEREST.

The British and North American Mail steamer PERSIA, Capt. Jenkins, from Liverpool at 11 o'clock a. m. of Saturday, Nov. 15, arrived at her dock at 10 o'clock on Tuesday morning, 25th, having made the passage in less than ten days.

The United States Mail steamer ERICSON, Capt. Lawler, sailed from Liverpool at noon of Wednesday, Nov. 12, with eleven passengers for New-York.

The steamer CITY OF BALTIMORE, due from Philadelphia, had not arrived at Liverpool, nor had the ARABIA from Boston (Nov. 5), via Halifax. The result of the Presidential election, expected per Arabia, was anxiously looked for.

The news brought out by the ERICSON was not of importance, and it is in a manner superseded by the later intelligence now received by the Persia.

The ship James Barnes, 100 days out from Australia, is en route at Liverpool, with £700,000 of gold on board.

LIVERPOOL COTTON MARKET is again reported quiet throughout the week, the trade having continued to be in the hands of the buyers, and prices have not advanced as much as in the previous week.

AGRICULTURAL MARKETS had all given way in price without any immediate symptom of recovery.

BEER continued dull and unchanged. PORK depressed in consequence of the late arrivals.

ATLAS had declined: Pots quoted 51 3/4, and Paris 60 1/2.

CASUALTIES TO AMERICAN SHIPPING. On Wednesday, the 12th, at Liverpool, it blew a gale, which occasioned considerable damage to shipping.

THE STATE OF EUROPE. From Our Own Correspondent. LONDON, Friday, Nov. 14, 1856.

The difficulties between England and France arising from the Russian leanings of the French Government have been so serious during the last fortnight that the semi-official papers of both countries have most heartily entered into a warfare of mutual abuse.

The Anglo-French Alliance Restored. The ministerial papers publish, in conspicuous type, the following: The London Globe says: The alliance between the Emperor Napoleon and our Majesty Queen Victoria is as old and cordial as it has ever been.

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or in the eve of being concluded. Under such circumstances England has no other choice, unless she is ready not to care any longer for European relations of foreign policy, than either to espouse the cause of Continental Freedom and Nationalities, or to ally herself to Austria. The choice is not difficult, since France is governed by a selfish aristocracy which fears democratic and republican ideas above all.

Some pretty anecdotes about the Emperor of Russia are told in the German and French papers. During the coronation at Moscow, the guild of the merchants gave a great dinner to the officers of the army, the Emperor and the foreign Ambassadors being included among the guests.

Without saying a word about it, on the following day he sent twenty-three invitations to the imperial table to the Governor-General, with the injunction to have them given to the twenty-three members of the merchants' committee who had been prevented from being present at the dinner of the day previous.

Not less amusing and equally authentic is the other anecdote, according to which the Czar, weary by the Court ceremonial, one evening went out with his Aid-de-Camp, to take a walk unobserved and without any etiquette.

There had been more activity in AMERICAN SECURITIES, and prices were well supported.

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—that England stands at the present moment almost alone in Europe. The French alliance, of which we have boasted so long, and so loudly, is a reality if not a fact in an open diplomatic rupture. We do not mean to say that appearances of concord and professions of friendship are not to be kept up for a time, but we do say that the understanding the superior might be readily effected by the invention of M. Ferry, and notwithstanding the lead type of the ministerial journals, there is between the two Governments an utter divergence of opinion on every subject of general European interest.

They differ on the mode of dealing with Russia, in which the lately elected Neapolitan intervention has issued; they differ on the future constitution to be given to the Danish Principalities; they differ on the prolonged occupation of these provinces by Austria, and of the Turkish waters by England; they differ on the interpretation of the article in the Treaty of 1815 relating to the position of the Basaltian frontier; they differ as to the time, the place, and the circumstances under which the Congress should be re-assembled; their policy at Constantinople is one of open antagonism, the two Embassies engaged in incessant intrigues to circumvent and trip each other up; and, above all, they differ broadly, and finally, in their religious and political opinions.

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THE ATLANTIC TELEGRAPH. The subject of the Atlantic Telegraph excites much attention in England at the present moment. Habitués there has been not only apathy but prejudice against a project which was deemed too vast for ordinary men to handle.

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morning and Saturday night—they would not visit the Sabbath for it.

Now, he would show them the simple cable, and if any one could find fault with it, he should be happy to hear that could be done. Mr. Field produced two specimens of cable, one of the ordinary kind, and the other of the minute workmanship. The thicker cable, which is only to be used in shallow water, where vessels anchor, was about an inch and a quarter in diameter; the smaller, to be laid in the deep ocean, was about three quarters of an inch.

Mr. Field said that it was not galvanised. They would have a preparation around it, but they did not care if it came off a minute after it was laid down. The cable had been submitted to the best engineers of England and of America, and he had never yet found any person to express a doubt that it was perfectly practicable to lay a cable of the proposed size, and to maintain it in position.

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would be published in London in a few days, showing all the accidents that had arisen from icebergs since 1778. Mr. Field then continued to say, that the Company of Newfoundland conferred upon the company, in addition to important privileges of grants of land and subsidy, the sole and exclusive right of landing a telegraphic line on the shores within their jurisdiction, comprising in addition to three of the western coasts of the whole Atlantic, the Straits of Belle Isle, for fifty years—the only seaboard eligible for the terminus of a European and an American cable. That grant the English Government confirmed, so that in every respect the company was fully protected.

Mr. Brett observed that the probability of the breaking of the cable had been reported by several of the subject. [Hear, hear.] It was said that the cable in the Black Sea had broken; but it should be understood, that it was one which should never have been laid down. He had had nothing to do with it, nor did he think that the parties who had were to blame. It had been laid down with the knowledge that it could not last for any time. It was nothing more than a gutta serena covered wire, very little larger than a quarter of an inch in diameter, and his surprise was, not that it had broken, but that it had lasted so long. It lasted nearly twenty months, but he would not be so ready to commend the French commander mistaking his latitude for two successive days, and running westward to south. They were on the top of a mountain, and then almost immediately descended to the level of the sea. The reverse was the case with the Atlantic. The bottom presented an almost even surface, and the difficulties were not greater than those of even the shortest lines.

A gentleman asked—If the cable broke, why should not the Atlantic be called the Galia cable never broke. There was a line laid down, he might say very much in opposition to his wishes, by the engineer, simply of gutta serena. It was an experimental line—the telegraph line. The cable, however, was run across the Atlantic, and he printed the first message that was telegraphed from this country to the Continent. It lasted during a week, and would continue to last, had not a fisherman on the English coast fished it up, and then taken across the ocean, and then from that day to this day. The average depth in which it was sunk was only 30 fathoms; and though he had seen upwards of 40 vessels anchored over it in shallow water, and had often trembled for its safety, yet not one had ever yet interfered with it [Hear, hear].

Mr. E. Heath, in moving the thanks of the meeting to the gentleman who had explained the nature of the undertaking, and that they could not show those gentlemen to depart without thanking them for the kindness with which they had explained this great enterprise [Hear, hear]; an enterprise which was pregnant with the largest results—nationally, morally, and commercially. He would not, however, be so ready to commend the French commander mistaking his latitude for two successive days, and running westward to south. They were on the top of a mountain, and then almost immediately descended to the level of the sea. The reverse was the case with the Atlantic. The bottom presented an almost even surface, and the difficulties were not greater than those of even the shortest lines.

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