

BY AN EXCLUSIVE AND EXTRAORDINARY EXPRESS TO THE NEW YORK HERALD OFFICE.

HIGHLY IMPORTANT FROM EUROPE. ARRIVAL OF THE STEAMSHIP BRITANNIA AT BOSTON.

Terrible Railway Reversion 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.

Excited Feeling in England ON THE CORN LAWS.

Renewed Political Agitation in England and Ireland.

Important Ministerial Changes.

RESIGNATION OF MARSHAL SOULT.

AFFAIRS IN INDIA.

ABEL KADER AND THE FRENCH.

Prostration of Trade in the Manufacturing Districts.

Briskness in the Iron Trade.

MARKETS, &c. &c.

The Paris share market is in a still worse state than that of London or Liverpool.

Reserved carriages for ladies are becoming general upon 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 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 half penny on the 4th loaf took place on the 28th ult., in different parts of London, the "four penny" therefore, of "cheap" bread is now 8d., and of the best wheaten 9d., and in some places 10c. the 4th 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 the extension of the Great Western, and the total amount of capital to be raised on them was £154,716,937.

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 overawe the government of Morocco.

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

A Paris Ministerial paper has the following rumor of a settlement of the Oregon question—Our private correspondents from London announce 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 has been sent to London to follow up the negotiations, which have at length ended in a final arrangement.

The Emperor of Russia by a rapid journey unexpectedly joined the Empress, who was previously in Italy. They arrived on the 19th with a suite of 75 persons, and on the 22nd embarked on the 22d on board some Russian frigate, which was waiting in the port for Palermo. The Empress was in an extremely feeble state of health, but she had varied somewhat under the climate of Italy.

The Frankfort Gazette states that the Grand Duke Nicholas, the heir to the throne of Russia, had arrived at Botzen, in the Tyrol, on his way to Italy, to visit the Emperor.

The Journal de France states, from Berlin, that since the 1st of October, 1844, not less than seven millions of Prussian dollars have been given by the King of Prussia or the Emperor towards the relief of the sufferers in inundated and other countries which have visited parts of Silesia, Pomerania, &c.

PUGILISM.—THE CHAMPIONSHIP.—So much disagreement has arisen in consequence of the late fight between Hunt and Bendigo, after which the latter was declared champion, that an important institution is likely to arise here for the promotion of the objects of the Posseivy and Romanist party.

For the present Mr. Newman remains in Bay Communion with the Romanist church; and rumor tends to connect him with the Jesuit College at Stonyhurst.

ARRIVAL OF PACKET SHIPS.—Since our last publication we have had several arrivals, which were all, however, anticipated by the extraordinary quick voyage of the Cambria, which reached here on the 20th inst. The Empress arrived on the 20th, and the Empress on the 21st. The Empress arrived on the 20th, and the Empress on the 21st.

IRON STEAMSHIPS.—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 being constructed a new iron steamship, of 1400 tons burthen, 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 most complete manner, and will be ready to start on the 1st of December.

THE WARLIKE PREPARATIONS IN GREAT BRITAIN.—The warlike preparations in Great Britain continued.

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 grain.

The London Standard of the evening of the 2d 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.

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EXTENSIVE FORGERSIES 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 Liverpool in the Smyrna and American trade, had absconded from that city, having committed the crime of forgery.

It is supposed that he is in London, and that he intends to quit the country. He is described as about the ten years high, tall, complexion ruddy, bushy hair and whiskers, rather prominent nose, dark eyes, thin face, prominent teeth, thin figure, and very upright; dresses generally in a black frock coat, figured silk waistcoat, light trousers, and black hat, Wellington boots, and black stock, and wears a large shirt pin, and several rings on his fingers—fond of smoking, and is well known in the sporting world.—London Times, Nov. 3.

SIR JOHN FRANKLIN'S EXPEDITION.—The expedition to the North Pole, consisting of the Erebus and the Terror, under the command of Sir John Franklin, Captain Sir John Franklin, was spoken by the Enterprise, Martin, master, arrived at Peterhead, lying at an iceberg, in lat. 43 12 N., long 62 W., on the 28th July.

THE ELLENBOROUGH TESTIMONY.—The total subscription at the late meeting of £500,000, which only £10,821 remains uncollected. It is intended to apply the total sum realized to purchase of a service of plate.

TRADE WITH CHINA.—We understand from Mr. Court, of the Underwriters' rooms, in Liverpool, that the letters of credit for the small black stock, on the 25th ult., announce the extraordinary arrival of no less than twenty-one vessels at Hoang Kong, direct from Liverpool, since the sailing of the previous mail.

TERRIBLE RAILWAY REVERSION.—The railway mania has received a severe check. 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.

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Famine Expected in England.—Hitherto, the cycle of the seasons has befriended Sir Robert Peel. Four good harvests in succession have filled his exchequer—the stomachs of the hogs—made the nation prosperous—the people contented. Alas! the scene is changed.

The evil day has come upon him, and has found him unprepared to face it. Famine—gaunt, horrible, destroying famine—seems 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 the 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—Peel's sliding scale—is gone for ever.

The Corn Law, the mainstay of the scientific professors to the Governor of the mischief, and the awful truth is out that this large portion of the people's food—the excellent that Cobbet has called the "bread of the poor"—is to be taken from them.

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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 actually lower than at the departure of the last steamer, they may be said to be in favor of the buyers.

Other branches of business are suffering more generally from the depression of the cotton market. The general feeling of commercial world, that it may always be regarded, and in fact, the best index of the national prosperity or otherwise. 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 failure of the potato crop; the deficiency or badness of the corn crops; and the absurd pitch to which speculation in rails has been carried.

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viate 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 a prominent chief, and long and eloquent orator.

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