Gilmer, of Guilford; Leach, of Davidson; Lord, of Rowan; Fox, of Mecklenburg, and Barringer, of Cabarrus.

And then the Convention adjourned until to-morrow morning at 10 o'clock.

Friday, Nov. 30, 1849.

The Rev. Mr. *Pickard* being present, on invitation opened the session of the Convention with prayer.

The Chair announced that the first business this morning would be the reception of Reports from Committees.

Whereupon, Gov. Morehead, from the Committee on Subscriptions, observed that the Committee would soon be ready to report; and in the meantime, he called upon any gentleman present who was in possession of any information to communicate to the Convention, to do so.

W. W. Avery, Esq. then addressed the Convention, presenting the following communication from S. Moylan Fox, Esq. the Engineer on the Buncombe Turnpike Road:

MORGANTON, Nov. 17th, 1849.

I. T. AVERY, Chairman, &c.

DEAR SIR:—Your communication of this inst., informing me of a resolution adopted at a Railroad meeting in this place, requesting my attendance as a delegate from Burke county, to the Railroad Convention at Greensboro' &c., has been received. I regret that my professional engagements compel me to decline the honor intended to be conferred upon me. I feel a great interest in the completion of what I consider the engine of reformation to the whole State—a Central Railroad from Raleigh to Tennessee, connecting our commercial towns with the whole of the interior.

The developments of my surveys for the Western Turnpike have fully established the practicability of extending the North Carolina Railroad west from Salisbury to the Tennessee line, and at a comparatively low cost. The only difficulty point upon the whole line was the passage of the Blue Ridge, which is the dividing ground between the Eastern and Western waters. This Ridge at the Swananoa Gap is 2640 feet above tide water; while the valley of the Catawba on one side of the Old Fort is 1340 above tide, leaving but 1300 feet of elevation on the Eastean side, which can be overcome at a grade of 80 feet to the mile in 13 miles, provided the summit be reduced 260 feet by a tunnel. A tunnel 5000 feet will do this, saving 3½ miles of road. This summit is only as high as that overcome by the Pennsylvania Railroad, and lower than that of Virginia or Maryland.

My estimate of the cost of the Road from Salisbury to the Tennessee line is in round numbers two millions of dollars. This includes all the work and equipment of the road with engines, deposites, &c., and I believe it to be a very ample estimate of the cost.

The valley of the French Broad and Swananoa on the Western side of the mountains rise with a slope of about 20 feet to the mile to within five miles of the Blue Ridge summit—a distance of 55 miles. On the Eastern side the Catawba extends from the foot of the slope necessary to grade up the mountain to a point near the Island Ford, a distance of 66 miles. There is no portion of the country that I have been in that offers cheaper position for railway than these 121 miles of valley. For miles together the grading will not cost over 400 dollars per mile. These streams have most of the way broad bottom lands and are remarkably direct.

I consider the work of manifest importance to the whole State, to all the commercial towns of the States of Viginia and South Carolina. By this route Norfolk is reached in 513 miles; Wilmington in 432 miles; Charleston in 513 miles, and Richmond in 465 miles. All of these distances except the last, are many miles nearer than any other route either proposed or constructed. While the route to Richmond is but fifty miles longer than the proposed route through Virginia, and the cost for the route will scarcely exceed one half—a point of great moment, as it will secure the same profit at half the tolls.

From the considerations I have not hesitated in believing that the road must be profitable in itself, and of inestimable value to our eastern roads and towns. With this extension to Knoxville, we will be in direct communication with our great National road to California, and ready to join in the contest with our sister States for the trade and travel to that vast treasure house.

The people of the West are becoming fully aware of the great importance of this work to their future prosperity and are determined to have a connection with the East. This should be through our own State. And I have no fear that with such a charter as was given to the road from Goldsboro' to Charlotte, we will have difficulty in making the road.

I have the honor to be, respectfully, your obt. servt. S. MOYLAN FOX.

Which, being read, was laid upon the table; ordered to be printed with the proceedings of this Convention and the thanks of the Convention were tendered to the author.

Mr. Thomas, of Davidson, remarked that he also had an item of intelligence to communicate to the Convention; and referred to, and sent to the Secretary's table to be read, a letter from the Hon Simon Cameron of Pa. expressing the favor with which Northern capitalists regarded the charter of the North Carolina Railroad, and asking for additional information in relation to the same, to guide their action in a contemplated investment therein. Mr. T. accompanied this letter with an address to the Convention, in his usually energetic and practical manner.

Gov. Morehead then read a letter from G. B. Manly, & Co., of Lake Haven, Clinton Co. Pa. containing a proposition to take contracts upon the Road to do the grading for 50 miles East and at the same distance West of Raleigh, at certain rates named, and furnishing timber, rails, &c. and receive in payment 10 per cent. of stock; or to take 50 miles, on the same conditions as before, and employ N. C. laborers, &c. [illegible] read.

Also, as chairman of the Committee on subscriptions, Gov. M. submitted a detailed report of the amount of subscriptions of stock, amounting to $190,800; which report he followed with a speech full of deep impassioned feeling and power,—listened to with breathless attention and the most intense interest. The gallant and determined spirit of this distinguished gentleman touched every heart in that assembly, and awoke a feeling of enthusiasm and anxiety deep, startling and fervent as we have ever witnessed.

Gen. B. M. Edney followed in a course of remarks characterized by great earnestness.

Gen. Saunders, from the Committee to whom were referred the question of considering the best plan for securing whatever portion of the capital of one million of dollars should be found unsubscribed, according to the terms of the charter, submitted in part the following report:

1. *Resolved*, That so soon as the Company shall be duly organized, it will be both expedient and proper that the President and Directors shall cause the proper surveys and estimates to be made, and the Road to be put under contract on the entire route,—and that the superstructure should be commenced at its point of connexion with the Wilmington Road, and also at its western terminus.

2. *Resolved, further*, That the President and Directors, in letting out the contracts for work and materials, shall in all cases give a preference to such stockholders as may propose or desire to become contractors.

3. *Resolved, further*, That it is highly important and necessary that the whole of the unsubscribed capital of one million should be subscribed before the adjournment of this Convention, and that a subscription be forthwith opened for that purpose.

The question being upon the 1st and 2d Resolutions,—

Gov. Morehead submitted his views against the latter part of the 1st Resolution which provided for the commencement of the Road at the point of connection with the Wilmington Road, and also at its western terminus.

Mr. George Davis explained that the object of the Wilmington delegation was that the iron might be brought to Wilmington, and carried on their Railroad with facility and cheapness; and the passage of this part of the Resolution would materially aid the obtaining subscriptions to the stock in that portion of the State.

Gov. Swain then addressed the Convention, proposing a modification of the Resolution that we go the whole Road or none, if that would meet the views of the Wilmington delegation.

Gen. Saunders read the Resolution again, to show that the first part of the Resolution affirmed that the whole Road should be built. He was opposed in Committee to the last part of the Resolution, and was unwilling to trammel the President and Directors by any conditions. He submitted to the Wilmington delegation to withdraw the latter clause, with the assurance that he would vote for any separate resolution declaring that the whole Road should be built, if any of it, and leave the whole matter to the sound discretion of the President and Directors.

Gen. S. had the authority of the Wilmington delegation to withdraw it, so that the grading of the whole Road should commence on the entire route from Goldsboro' to Charlotte, and proceed *pari passu*.

Dr. Hill also stated the reasons of the Wilmington delegation; made a most effective appeal in favor of the work; and concluded by declaring that he would be one of a hundred to take all the stock unsubscribed; one of fifty; or one of ten.

Gen. Saunders then read the 1st Resolution as proposed to be amended by agreement, as follows:

Resolved, That as soon as the Company shall be duly organized, it shall be both expedient and proper that the President and Directors shall cause the proper surveys and estimates to be made and the Road to be put under contract on the entire route,—commencing at the Wilmington and Raleigh Railroad, where the same passes over Neuse River, in the County of Wayne, via Raleigh, and thence by the most practicable route via Salisbury, in the County of Rowan, to the town of Charlotte, in the County of Mecklenburg.

The amendment having met with entire approbation, was adopted nem. con.

And the 1st and 2d Resolutions were then unanimously adopted.

Gen. Saunders then took the floor, and addressed the Convention fully, upon its action so far, and upon the subject of the Road generally. After some remarks highly patriotic and lofty in their bearing, conciliatory towards all differences of views, and tending to unite all interests in the great work before us, he proceeded to deliver an appeal of the most earnest and eloquent character. It was *the* great speech of the Convention; and we regret that the hurry of going to press forbids even the feeble attempt to do it justice.

Having concluded, the question was taken upon the 3d Resolution, which was unanimously adopted.

J. A. Gilmer, Esq. then submitted the following agreement to be entered into, by way of securing the stock in the Road, viz:

Whereas, only a part of the One Million of individual subscriptions to the North Carolina Rail Road Company required is taken:

Whereas, the purpose of this agreement is to take and secure the balance of the One Million of said individual stock, not already subscribed, and to be subscribed by others:

We, the undersigned interchangeably agree with each other and said Company, to take each the one-hundredth part of the said balance of the said individual stock:

This agreement to be binding on none unless, one hundred persons or companies subscribe the same, or the entire amount be made up:

Each person or company to be at liberty to subscribe as many shares of the hundred as he or they please, and bound for no more than his or their subscriptions. Nov 29, 1849.

J. M. Morehead	John D. Hawkins (by Geo W. Mordecai)
Fred J. Hill	Richard Smith & R. M. Saunders
Geo W. Mordecai	W. W Avery & Joseph J Erwin
Wm. Boylin, (by G. W. Mordecai)	H. C. Jones & H. L Robards
John McLeod	John H. Webb
J. W Thomas	R. J. Ashe
C. S. Brown	J. M. Dick & Co.
C. S Brown & A. H James	A. J. De Rosset, jr
Dibble & Brothers	P. K. Dickinson
John L. Patton	Charles Mock (by J. Thomas & T. McDonald)
T. McDonald	O. G Parsley
O. G. Foard & J. F. Foard	J. A. Mebane & Co.
Samuel Kerr	Hoover & James
Jonathan W. Field & Co	J. F. McCorcle
Dabney Cosby	Mebane & Carrigan
Joel McLean & Co	John Hunt & Co (by G. A. Gilmer)
C. P. Mendenhall & Co 2	Charles L. Torrence
Sasser, Griswold & Co 2	W. J. Bingham & Co.
Alexander McKee	Benton Field
John B. Lord	James W. Dusk & Co.
John A. Gilmer	J. M. Coffin
D. L. Swain	Simpson & Gibson.
J. H. Jenkins	
John I. Shaver	
Peter Adams	
C. L. Hinton & T. Miller	
J. O. Watson (by C. L. Hinton)	

[The above names were obtained at different stages of the subsequent proceedings, but are here inserted in full to the number of 51.]

On motion, the Convention adjourned until 3 o'clock.

Afternoon Session.

Ex Gov. Swain took the floor, and, at some length urged upon the citizens of North Carolina, here assembled, to complete the subscription to the stock of this Road.

Gen. Saunders again addressed the Convention. He was ready to devote his time to the success of this great enterprise. We now have $380 000 subscribed, and all that is necessary is 380,000 more. He had traversed the State as a political pilgrim—he was now ready to traverse it in this more just and holy cause—concluding by moving that the committee of ways and means have leave to sit during the session of the Convention, which was granted.

Gov. Morehead and several other gentlemen followed in short speeches during the session, and while subscriptions were being obtained; after which,

Gen. Edney moved that the Convention take a recess until half past 6 o'clock.

Evening Session.

Gen. Saunders, from the Committee of Ways and Means, reported the following resolutions:

1. *Resolved*, That it is expedient to make a further appeal to the people of the State to take such an amount as may be necessary in addition to the sums already subscribed to make up the One Million of dollars as provided for by the Charter; and for this purpose, that Railroad Conventions be held in each of the Counties through which the Railroad is expected to pass,—from Goldsboro', in Wayne County, to Charlotte, in Mecklenburg County, and in such contiguous Counties as may be friendly disposed towards the great undertaking.

2. *Resolved*, That an Executive Committee of eleven be appointed by the President, to prepare and publish a public Address designating the times and places of holding the proposed Conventions; and that as many members of this body be invited to attend as may find it convenient and practicable.

Which were unanimously adopted.

Mr. Gilmer proposed that this Convention, without any further appeal, proceed at once to shoulder the whole amount of subscriptions which may be necessary to make up the million. Mr. G. went on, in an able and practical speech, to detail the plan by which this result might be accomplished. This able and gallant champion of this great work needs no eulogium from us, even if our limits would allow of any extended account of the facts and arguments he presented. He contended that we ought not to adjourn without pledging every dollar of the stock and securing the charter at once.

Mr. Jones, of Rowan, was awarded the floor next, and as usual, received the loud and merry applause of the whole Convention.

The Chair appointed the following gentlemen to compose the Executive Committee of eleven under the second Resolution above, viz: Messrs. Saunders, McRae, Griswold, McLeod, Swain, Graham, Trollinger, J. M. Morehead, Thomas, Lord, Fox and Barringer.

It is proper to remark here, that, throughout the evening the subscriptions were being made, under the obligation proposed above by Mr. Gilmer: and at this point 51 gentlemen signed it.

A number of very interesting addresses were also made by different gentlemen, and received with great applause.

Gov. Morehead remarked, that as the speaking seemed to be over, he reckoned we had as well go to work now, and take the remainder of this stock. He proposed to secure the stock, if practicable, before we leave here, and any gentleman who was willing to take two or three of the shares should have the privilege of having his extra shares worked off before any of the others who have only taken one share. He would like to ascertain the sentiments of the 51 gentlemen who had subscribed, whether they were willing that the extra share should be worked off first.

Some further conversation took place in relation to this last plan; when the question was put on the suggestion made above by Gov. Morehead, and the sense of the subscribers was favorably expressed; but not being unanimous, the suggestion was not pressed by the mover.

Other suggestions were made by Mr. Mordecai and others; after which, Gov. Morehead renewed his proposition above, calling upon the 51 subscribers to know how many would double their stock? A sufficient number not offering, the proposition was withdrawn.

Considerable and interesting debate and conversation followed; when,

H. L. Robards, Esq., offered the following resolutions, viz:

1. *Resolved*, That the thanks of this Convention be tendered to the authorities of the Presbyterian Church for the use of the building in which the sessions of the Convention have been held.

2. *Resolved*, That the thanks of the Convention are hereby tendered to the President, and other officers, for the able manner in which they have discharged the duties devolved upon them.

The question being put by the Secretary, the Resolutions were unanimously adopted.

On motion of Mr. Bingham, the thanks of the Convention were also presented to the citizens of Greensboro', for their generous hospitality extended to the members of this Convention.

The business being concluded, the Honorable Calvin Graves, President of the Convention, in closing its session, briefly and happily responded to the many kind allusions made to him personally, when he had only done his duty, in common with the 22 gallant North Carolinians who stood side by side, and battled for this Charter. His remarks were delivered in an impressive and highly emphatic manner, and were characterized throughout by fervent patriotism, and the utmost devotion to the success of this great enterprise.

After which, the proceedings were ordered to be published in the papers of the State, and the Convention adjourned, *sine die*.

CALVIN GRAVES, President.

R. M. SAUNDERS, FRED. J. HILL, JOHN. W. ELLIS, JOHN McLEOD, JOHN G. BYNUM, J. M. MOREHEAD. } Vice Presidents.

Ch. C. Raboteau, D. F. Caldwell, L. Swaim. } Secretaries.

POLIGAMY.

A lady from Lynn, who has recently returned from the Mormon settlement at the Great Salt Lake, confirms the statement that the laws of the community permit the men to have as many wives as they can support—the young being able to take care of five or six only, and the older twenty-five or thirty.—*Lowell Journal.*

DEATH FROM A SLIGHT CAUSE.

Henry, son of Amos Dodge, of Albany, ran a pin into his arm above the elbow on Monday. It was speedily drawn out, and no serious consequences anticipated; but on Tuesday he became ill, the arm was swollen, and on Wednesday he died, the poison of the wound having disseminated itself with fatal effect through the whole system.

Charlotte:

FRIDAY, DECEMBER 7, 1849.

☞ WILLIAM THOMPSON, Esq., is our agent in Baltimore, authorized to obtain advertisements and subscriptions, and to grant receipts.

☞ E. W. CARR, Esq., is our agent in Philadelphia, authorized to obtain advertisements and procure subscriptions.

Congress.

We learn by the telegraphic report in the Charleston Courier that four ineffectual ballotings had been held by the House of Representatives for Speaker. Mr. Cobb, of Ga., had been put in nomination by the Democrats, and Mr. Winthrop by the Whigs. There were 221 votes cast. Mr. Cobb received 104, Mr. Winthrop 86. The Free Soilers gave 14 votes. After these ineffectual efforts to elect Speaker, the House adjourned.

Important from Washington.

We received, says the New York Express, the following letter by this day's mail, from a gentleman in Washington, who is in a position to speak understandingly of what he writes about,—and one moreover, not accustomed to put on paper, for print, the idle street rumors, or parlor whisperings in Washington. The Southern Senator, whom he represents as rampant, is, unquestionably, the redoubtable General Foote, of Mississippi.—We knew he was rampant long ago, and, therefore, there is not much news about this part of our correspondent's letter.

Correspondence of the Express.

WASHINGTON, Nov. 25th, 1849.

An influential Whig Senator from the South, informed me last evening that beyond a doubt 7 States would secede in case of the passage of the proviso. There is more reality in this Southern move I fear than is suspected.—Another influential Southern Senator whom I saw yesterday, is rampant, and some of the most cautious and reasonable of the North Carolina delegation talk forebodingly and despondingly. I have conversed with many other Southerners within the last two or three days, and begin to believe that there is trouble ahead of a portentous character.

Yours, R.

Late Foreign News.

By a later arrival from Europe we have further intelligence that Cotton is still advancing. The political intelligence, which we have given in another column will be found interesting.

Cotton.

This article was selling in Charleston on the 3d at 10 a 10¾ cents. In Columbia on the 2d and 3d at 9 a 9½. In Camden on the 5th, at 8½ a 10.

Snow.

In Baltimore, on the 2d instant, Snow fell to the depth of 3 inches.

RECEPTION OF OUR MINISTER TO SPAIN.

The Madrid Gazette of the 25th ult. says that her gracious majesty received on the previous evening, in private audience, the Envoy Extraordinary and Minister Plenipotentiary of the United States of America, (the Hon Mr. Barringer) who on delivering his credentials, said: "Madam, the President of the United States has charged me to give your majesty every assurance of the ardent and sincere desire of the Government of the United States to continue and confirm the friendly relations which happily exist between the two countries. To preserve the public peace, and guard inviolably the faith of public treaties, have always been considered amongst the highest duties of the supreme authority, and especially in an epoch so full of improvement in the arts and sciences, and notable for the ameliorations that may increase the happiness and prosperity of nations. Permit me to express to your majesty my personal satisfaction at having to reside in your court, and having been selected as a means of official communication between your majesty's government and that of the United States. I hope to unite my personal desires to those of the Government I represent, to maintain the most ardent friendship and peace between the two countries, so tightly drawn together by reciprocal interests, and so amicably united by historical associations."

In the Legislature of Louisiana, as we learn from the New Orleans Bee, the Whigs are certain of having a majority on joint ballot. They have already ascertained the election of fifty-one Whig members of the House, with a chance for more; but, conceding all the others to the Democrats, they can have only forty-six—still leaving a Whig majority of five in the House against a Democratic majority of one in the Senate. This result in the Legislature, and the election of the Whig candidate for State Auditor is some consolation for the failure to elect the Whig nominees for Governor and Lieutenant Governor.

GOLD DIGGERS.

We learn that, in an official report to the War Department on the civil affairs of California, Gen. Riley estimates the number of persons actually employed in digging for gold at *ten thousand*, while the number of persons engaged in other employments at the *placers* would greatly increase this amount. The report in question will probably accompany the Message of the President, and be found to contain much valuable information.

THE PRESENT AND LAST ADMINISTRATIONS.

One cannot but be struck with the contrast between the attitude occupied by Gen. Taylor's administration, in regard to questions of foreign policy, and that of the late Government. The general complaint with the enemies of the Administration is, that Gen. Taylor will not disclose his policy and define his position, both upon foreign and domestic questions. "What do you mean to do with the French affair?" "What about the Mosquito King?" "Are you for or against the Monroe declaration?" These are the incessant inquiries of his political adversaries. Their curiosity seems to be as perplexing and ill-timed as that of Santa Anna, who dispatched a message to Gen. Taylor, in the midst of the battle of Buena Vista, inquiring "*what he wanted?*" The old hero sent him back word that he wanted PEACE. We have no doubt that he is striving for the same object now, though, if it cannot be secured upon a permanent basis except by a resort to the "last argument," Old Rough and Ready will not be the man to take fright at the alternative.

We admit Gen. Taylor does not come out and say what is the American demand, and that he must obtain that or nothing. His course is just the reverse of the last Administration. With them it was the "whole of Oregon or none," inscribed even upon the banners of the preceding Presidential contest, and boldly proclaimed in the inaugural address of the President. The "lame and impotent conclusion" of all that bluster has made a mortified nation heartily sick of all rash and vain-glorious declarations. The country has assurance, from the character of Gen Taylor and the wisdom of his counsellors, that he will "demand nothing but what is right and submit to nothing which is wrong." If he is slow and deliberate in coming to his conclusions, he will be equally slow in relinquishing them when formed. If he deals in no bravado, it is because he is one of those men who prefer action rather than words, and who, once assumed a position, assumes it in good faith and from thorough conviction, building his policy upon an immoveable rock, against which the winds and storms of battle will beat in vain.—*Richmond Republican.*

WONDERS OF THE TELEGRAPH.

We were present a few evenings ago at the Coast Survey Astronomical Station, on Capitol Hill, which was put in telegraphic connexion with Cincinnati, for the purpose of determining the longitude between the two places. The electrical clocks in this city and Cincinnati having been introduced into the completed circuit, *every beat* at Cincinnati was recorded at *almost the same instant* on Saxton's revolving cylinder in this city, and every beat of the clock here was recorded in like manner upon Mitchell's revolving plate at Cincinnati. At the moment a star passed the meridian at Washington, by the touch of a key the record of the passage was made upon the disk at Cincinnati, as well as upon the cylinder at the Washington station, and the difference of the time of the two clocks would of course indicate the difference of longitude. The distance between the two cities, it must be recollected, is upwards of five hundred miles; this distance was annihilated, and events happening at the one were instantly recorded by automatic machinery at the other. The interchange of star-signals was soon interrupted, however, by the intervention of a cloud at Cincinnati, and the remainder of the evening was occupied by the gentlemen present in a philosophical discussion on the subject of the velocity of the transmission of electricity. We were never more impressed with the power of the telegraph to annihilate space, and bring into instant mental communication individuals separated by hundreds of miles.—*Nat. Intel.*

THE WHIG PARTY IS OUR ENEMY.—*Not the Democrats*, was the language of one of the speakers at the Free Soil Convention, at Charlestown, on Wednesday, and the same sentiment was expressed by nearly every speaker, who took the stand during the day. The Democracy were their friends and brothers, and to them they were willing to extend the hand of friend-ship; but the Whigs—the "Taylor slavery Whigs"—were their enemies, for whom they had nothing but hatred and revenge, and for whose destruction they invoked the aid of their Democratic friends *Boston Journal, 26th ult.*

MUTINY ON BOARD THE GOVERNMENT SHIP GERMANTOWN.

The Norfolk Herald publishes an account of a mutiny, which occured last Sunday night on board the U. S. ship Germantown, lying at Gasport. The trouble originated in some of the crew becoming rebellious, and the contagion spreading. The officers attempted to command order, but failed to do so. Groans and huzzas then followed, accompanied by belaying pins being thrown at the officers,—one of which struck the 1st Lieut.

The crew were called to quaters, but disobeyed the order, when boats were sent to the ship Pennsylvania for assistance, and the mutiny quelled. The mutineers were confined in irons.

The causes which led to the late appalling steamboat disaster at New Orleans have been thoroughly investigated by a Coroner's Inquest, who gave as their verdict that the accident occurred from the neglect or incapacity of the Second Engineer and Captain.

Before the investigation of the Coroner's Inquest was brought to a close, the captain and chief engineer had been araigned, under the law of Congress, before the United States Commissioner. This examination resulted in the discharge of the accused parties, it appearing from the evidence that the second engineer was responsible for the explosion. He is among the missing, and is supposed to have been killed."

GOOD NEWS FOR HOUSEWIVES.

An ingenius Yankee professes to have discovered a mode by which every description of clothes may be purified and rendered "beautifully clean and white" without washing. It is done by a chemical compound being placed in the water with soap; by allowing the clothes to lie in the water thus prepared they wash themselves, and receive no injury! If this is a *real* discovery, (and why may it not be?) the discoverer will make his own fortune and millions of women good natured every day in the week.—*Albany Journal.*

[From the New-York Commercial Advertiser]

Arrival of the Caledonia.

The following is the telegraphic report to the associated press:

LONDON, Saturday noon, Nov. 10

The following from Paris was received this morning:

Paris, Friday.—Mr. Rives, the Minister Plenipotentiary of the United States, was received on Thursday by the President of the Republic. The latter was most gracious, but observed that in consequence of the difficulties that had arisen between the two Governments, he would have been deprived of the honor of receiving him if, instead of being a Republican Minister, he (Mr. R.) had been a monarchical Ambassador.

"La Presse" contradicts the assertion made in "La Hatrie," that the French Government had despatched a courier from Paris on the 15th ult., to St. Petersburgh, to explain to Czar that the sailing of the French and English fleets toward the Dardanelles was the result of a misunderstanding.

The "Evenement" announces, positively, the appointment of Count Flahaut to the Ministry of Foreign Affairs.

Affairs of Turkey.

Constantinople, Oct. 26.—Private letters from Constantinople announced the arrival of the British fleet, under command of Admiral Parker, at the mouth of the Dardanelles. The instructions by the English Envoy, on the 24th of October, expressed still more strongly the determination of the English Government to grant material support to the Sultan in case of emergency, and to form a defensive alliance with the Porte, in the event of Russia attempting hostile measures.

The French envoy's instructions were nearly to the same effect, but though there was evident desire that France and England should act in concert, it was not certain that a defensive alliance would be formed by the Sultan in the event of war. It was understood, however, that France would support Turkey as long as she acted with prudence. The Sultan and his Ministers were greatly pleased with the support of the two great powers.

No communication had been received from the Emperor of Russia, relative to the reply of the Porte. The demand of Prince Radzil remained in the same state, and diplomatic intercourse was still suspended between Turkey and Russia and Austria. It would be impossible for the Emperor to commence hostile operations against Turkey until May next year, and it was hoped meantime that the dispute would be adjusted.

Persia is in a very disturbed state. The Shah appeared incapable of maintaing order.

Paris Bourse, November 9.—Latest prices, fives, 88 60; threes 66,20.

Frankfort, November 6.—The Cologne Gazette says: "There are many symptoms leading to the supposition that war will be renewed with Denmark. The report is already current that the army of the Empire, under General Peuckar, is in readiness to march, and that preparations are made in the Duchy of Nassau, which tend to confirm these warlike reports. The Emperor of Austria has ordered a levy of 15,000 men in the Lombard Venetian Kingdom.

Manchester Goods Market, Saturday, Nov. 10, 2 o'clock, P. M.—Market somewhat active. A considerable inquiry for goods, but the advance demanded checks business, and reduces the actual amount transacted very materially.

The following is the "statement" La Patrie, contradicted by La Presse. It must be borne in mind that there is little or no probability of any communication between La Presse and the Government—or, rather, there was none previous to the change of Ministry. What may have happened since we do not know.

La Patrie publishes a letter from St. Petersburgh, of the 27th ult., which says that explanations having been given to the Emperor, by a courier despatched from Paris on the 15th ult., by the French Government, to the effect that the orders given to the commanders of the French and English fleets to sail to the Dardanelles were the result of a misunderstanding, and that, moreover, those orders were given before the answer of the Czar to Fuad Effendi was known, the Czar declared himself satisfied with these explanations, but at the same time ordered Count Nesselrode to communicate his resolution to the Turkish envoy, to the following effect: The Emperor will not admit that any power has a right to interfere in his differences with the Porte, either as regards the refugees or the provinces of Wallachia and Moldavia.

Arrival of the Steamer Canada.

ONE WEEK LATER FROM EUROPE.

The steamer Canada, with Liverpool dates to the 17th inst., arrived at Halifax, N. S., yesterday, making the passage in eleven days. Our correspondent has furnished us with the annexed interesting summary of news by her:

Hungary.

From Hungary we learn that since the French condemnation of Haynau and his atrocities, no less than fifteen additional executions are daily threatened at Arad.

The valedictory address of Kossuth to his countrymen, written at Casopa, has been published, and is said to be an enthusiastic and poetical document. Speaking of Gen. Georgey, he says—"The ingrate whom thou has fattened with thy abundance arose against thee, a traitor to his mother, and destroyed thee utterly. Thou hast been betrayed—thou hast been sold—O, my country! thy death sentence has been written, beloved of my heart! by him whose virtue, whose love I never dared to doubt. Yes, in the fervor of my boldest thoughts, I should almost as soon have doubted the existence of the Omnipresence as have believed that he would ever have proved a traitor to his country. Thou hast been betrayed by him in whose hands I had, but a little time before, deposited the power of our great country, which he swore to defend, even to the last and inmost drop of his heart's blood. He hath done treason to his heart's blood. He hath done treason to his mother; and the glitter of gold hath been for him more seductive than that of the warm