

ward by the farmers having been liberal, they have been generally compelled to submit to a concession of 15, and, on very damp seasons, per quarter, the price of the wheat has fallen to 100, and there were only two of Egyptian wheat left unsold at the close of the week. Those on the passage are held firmly at full price, and the quality of the wheat is very inferior, dry from Essex and Kent was small, but the condition was not at all improved. The sales, therefore, proceeded slowly, and with a feeling of a few quarters, the price of wheat realized last week was 100, a decline in the secondary and inferior. Foreign wheat is held at about the same price as last week, and is being generally understood that the principal part of last week's arrivals from Dutch, Swedish, and Baltic ports, amounted to 100,000 bushels, and in some instances, however, was very limited, and in some instances a slight concession was made in the prices. Flour, both English and foreign, was very dull on sale, but the prices remained about the same. Floating cargoes are held with a considerable degree of firmness, there being only two fresh arrivals this morning, and those on passage are not to be had at all under the last week's prices.

PAAS BOURSE, Jan. 31.—Closing Prices.—Four and a half per cent. 104.00. Three per cent. 79.50. Bank of France, 100.00. The Three per cent. closed to-day, for the month of March, at 79.25. Four and a half per cent. at 104.00.

STATE OF TRADE.—MANCHESTER, Feb. 1.—There has been an improvement in the market for cotton yarns and cloths to-day, which has been very encouraging. The American device brought to market, and the supply of advance in cottons, with a falling off in receipts from the interior, and inferior and light styles, (as if these were the last gatherings of the crop), and making allowances for the decrease in the quantity of stock in the hands of spinners and manufacturers, there have been prices on these reports, and very generally made a demand of 1/2 per cent. advance on yarns, and 1/4 per cent. on cloths, and very generally conceded this advance. In some quarters 1/2 had been asked in advance on last week's rates, but not obtained to any great extent. The business done in yarn has been better than in cloths, and in some instances in good demand. In mule twist, 40's, 50's, and 60's have been much sought after, and all these numbers are exceedingly scarce, and the price is higher than last week. The demand for India has been an encouraging character, and has, of course, been a cause of the improvement. The demand is better for all quarters, for home use, India, China, the Mauritius, and to some extent for Germany. In cloths, the demand is larger, and some houses report 1 1/2 advance on Indian qualities. The demand for fine goods is better than last week, and the price is higher than last week.

WRIGHT, GANDY AND CO.'S CIRCULAR. Liverpool, Feb. 1, 1853. Our cotton market, since Friday, has continued to manifest the same upward tendency as of late weeks. America's advice, to-day on Monday, reported the first instalment of the long promised falling off in the receipts, also higher prices, and recent arrivals at the ports, of unusually inferior quality, all of which are now considered here as indicating a much smaller crop than recently entertained, as a consequence, considerable confidence has been imparted to speculators. Speculators, as well as the trade, have purchased freely, and so limited has the supply of new cotton become, owing to the smallness of recent imports, that buyers have been compelled to pay an advance in the common qualities of American, of fully 1/2 per lb., and in some instances, in the lower qualities, even a shade higher, compared with the prices of Friday closing firm. The sales for the three days are estimated at—

Spec. of Am. Amer. Brazil, Egypt, Surat.	Per Cent.	Per Cent.	Per Cent.
Saturday	10,000	3,000	7,000
Sunday	10,000	3,000	7,000
Monday	10,000	3,000	7,000
Tuesday	10,000	3,000	7,000
Imported same time 1852	100	100	100

PRICES TO DAY. Fair. Middling. 4d. a 5d. 1/2. New Orleans. 4d. a 5d. 1/2. Mobile. 4d. a 5d. 1/2. Atlantic. 4d. a 5d. 1/2. In Manchester a good business has been done; wheat has been demanded for both goods and yarns to take to check extensive transactions. Our grain market has been further depressed, and considerable anxiety evinced to make sales. Wheat has been sold at 25s. per bushel, and Indian corn on the spot, may be purchased at 2s. per quarter lower.

THREE DAYS LATER.

ARRIVAL OF THE AMERICA AT HALIFAX.

Munificence of the French Emperor and Empress.

Wager that France will Never Invaide England.

THE WAR IN MONTENEGRO.

Humored Barbarkies of the Turks.

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Interesting from Texas.

We have papers from Galveston to the 4th inst., and we are glad to hear that the cholera has not spread there. The Austin State Gazette, of the 27th ult. says: The appropriation bill has passed both Houses of the Legislature, and is now before the Governor. It gives the cholera a free passage, and no one can be formed of the course the Governor will take in his duty to take with the bill. The river bill has been passed in the Senate, and the internal improvement bill was, on Tuesday, referred to the committee who reported it. We incline to the opinion that nothing of practical importance will be done for railroads this session.

Committee on Military Affairs approved in the strongest terms of Governor Bell's call for troops, and recommended appropriations to meet the expenses incurred.

The resolution passed both Houses, fixing the adjournment of the Legislature on Monday next. The bill for the payment of the Rangers called out by Governor Bell, and also passed, and was expected to pass, without much if any opposition.

We hear the opinion expressed that a law, authorizing the holding of claims upon the State, and embraced by any previous law, will probably pass. It is said that such a law will comprehend some among the most just and meritorious claims upon the government not now provided for.

Whether the bill will pass referring to the people the question for the amendment of the constitution, is a matter of much interest. A bill for the repeal of the previous laws in relation to Texas, had passed the Senate by the casting vote of the President, but it is said it could not pass the lower House.

Another bill was before the lower House, intended to secure the rights of the settlers in Texas. It is a bill for the repeal of the laws in relation to Texas, and is said to be one of the most important bills of the session.

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FIRE IN TROY.—About three o'clock on the morning of the 13th inst., the extensive brick engine house and machine shop belonging to the Saratoga and Ballston Railroad Company, situated on the west side of Troy, was destroyed by fire. The fire spread rapidly, and the entire building was consumed. Only a portion of the brick walls remain standing. There were three locomotives in the building at the time the fire occurred—two were got out, but the third was destroyed. The loss of tools and machinery, senger cars and a large stock of tools and machinery. The loss is estimated at from \$25,000 to \$35,000. The fire is supposed to have been the work of an incendiary.

THE BRIG ZENRA.—In relation to this vessel the Portland News says, that Captain William Hart, of the Portland, Maine, has arrived in that city and will go out to Liberia as Captain of the vessel. The emigrants on board are reported as being all well. Captain Hart was on the 9th inst.

Stock Sales.

PHILADELPHIA, Feb. 17.—Reported by R. & Thomas.—First Railroad, 100, 100; 2nd Railroad, 100, 100; 3rd Railroad, 100, 100; 4th Railroad, 100, 100; 5th Railroad, 100, 100; 6th Railroad, 100, 100; 7th Railroad, 100, 100; 8th Railroad, 100, 100; 9th Railroad, 100, 100; 10th Railroad, 100, 100; 11th Railroad, 100, 100; 12th Railroad, 100, 100; 13th Railroad, 100, 100; 14th Railroad, 100, 100; 15th Railroad, 100, 100; 16th Railroad, 100, 100; 17th Railroad, 100, 100; 18th Railroad, 100, 100; 19th Railroad, 100, 100; 20th Railroad, 100, 100; 21st Railroad, 100, 100; 22nd Railroad, 100, 100; 23rd Railroad, 100, 100; 24th Railroad, 100, 100; 25th Railroad, 100, 100; 26th Railroad, 100, 100; 27th Railroad, 100, 100; 28th Railroad, 100, 100; 29th Railroad, 100, 100; 30th Railroad, 100, 100; 31st Railroad, 100, 100; 32nd Railroad, 100, 100; 33rd Railroad, 100, 100; 34th Railroad, 100, 100; 35th Railroad, 100, 100; 36th Railroad, 100, 100; 37th Railroad, 100, 100; 38th Railroad, 100, 100; 39th Railroad, 100, 100; 40th Railroad, 100, 100; 41st Railroad, 100, 100; 42nd Railroad, 100, 100; 43rd Railroad, 100, 100; 44th Railroad, 100, 100; 45th Railroad, 100, 100; 46th Railroad, 100, 100; 47th Railroad, 100, 100; 48th Railroad, 100, 100; 49th Railroad, 100, 100; 50th Railroad, 100, 100; 51st Railroad, 100, 100; 52nd Railroad, 100, 100; 53rd Railroad, 100, 100; 54th Railroad, 100, 100; 55th Railroad, 100, 100; 56th Railroad, 100, 100; 57th Railroad, 100, 100; 58th Railroad, 100, 100; 59th Railroad, 100, 100; 60th Railroad, 100, 100; 61st Railroad, 100, 100; 62nd Railroad, 100, 100; 63rd Railroad, 100, 100; 64th Railroad, 100, 100; 65th Railroad, 100, 100; 66th Railroad, 100, 100; 67th Railroad, 100, 100; 68th Railroad, 100, 100; 69th Railroad, 100, 100; 70th Railroad, 100, 100; 71st Railroad, 100, 100; 72nd Railroad, 100, 100; 73rd Railroad, 100, 100; 74th Railroad, 100, 100; 75th Railroad, 100, 100; 76th Railroad, 100, 100; 77th Railroad, 100, 100; 78th Railroad, 100, 100; 79th Railroad, 100, 100; 80th Railroad, 100, 100; 81st Railroad, 100, 100; 82nd Railroad, 100, 100; 83rd Railroad, 100, 100; 84th Railroad, 100, 100; 85th Railroad, 100, 100; 86th Railroad, 100, 100; 87th Railroad, 100, 100; 88th Railroad, 100, 100; 89th Railroad, 100, 100; 90th Railroad, 100, 100; 91st Railroad, 100, 100; 92nd Railroad, 100, 100; 93rd Railroad, 100, 100; 94th Railroad, 100, 100; 95th Railroad, 100, 100; 96th Railroad, 100, 100; 97th Railroad, 100, 100; 98th Railroad, 100, 100; 99th Railroad, 100, 100; 100th Railroad, 100, 100; 101st Railroad, 100, 100; 102nd Railroad, 100, 100; 103rd Railroad, 100, 100; 104th Railroad, 100, 100; 105th Railroad, 100, 100; 106th Railroad, 100, 100; 107th Railroad, 100, 100; 108th Railroad, 100, 100; 109th Railroad, 100, 100; 110th Railroad, 100, 100; 111th Railroad, 100, 100; 112th Railroad, 100, 100; 113th Railroad, 100, 100; 114th Railroad, 100, 100; 115th Railroad, 100, 100; 116th Railroad, 100, 100; 117th Railroad, 100, 100; 118th Railroad, 100, 100; 119th Railroad, 100, 100; 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