

FURS.—Small sales of Malaga Raisins are making at prices within our range, according to quality; but the transactions are not large.

FURS AND SKINS.—A public sale was made on the 2d instant, at Jersey City, embracing 3876 Fur Seal Skins, as follows: 1017 Wigs, \$12 @ \$20.75 each; 893 Bulls, \$11.50 @ \$19.50; 1473 Clapmaches and Bulls, \$8.50 @ \$14.37; and 491 Pups and Yearlings, 55 cents @ \$5.13; 4 nos.; 214 Sea Otter Skins, 75 cents @ \$5; and 1356 South Sea Hair Seal Skins, 41 @ 138 cents.

LEATHER.—There have been three public sales since our last, embracing 13,500 sides Sole, which went off at prices similar to the previous public sales.

PROVISIONS.—There has been no further change. Sales of Beef continue to be made within our range. About 500 kegs good Ohio Lard sold at 9 cents. Small sales of Northern were made at 11 cents.

TALLOW.—Of all descriptions continues very scarce, and we have no sales to report.

TEAS.—Public sales have been made of about 700 pkgs., mostly Colliem's cargo. Young Hyson, 46 @ 50 cents; Hyson, 60; Skin 32; and Pouchong, @ 30 1/2 cts. The market has an upward tendency, and there have been some private sales of importance, particularly in Souchong, which sold at a large advance.

TOBACCO.—Sales of About 150 hds Kentucky @ 2 1/2 @ 94 cents; and 20 hds of choice quality, selected, at 10 cents; and by auction 30 hds, not merchantable, at 7 @ 9 cents, 4 nos.

EXCHANGE.—Nothing of consequence done in Foreign Bills since the sailing of the packets of 1st instant.—*Commercial List.*

TO CORRESPONDENTS.

H. W. M. P. will make his communication of reasonable length, we cannot in justice refuse insertion to it. W. M. P. may have the letter left at this office, on applying for it.

MONTREAL, THURSDAY, JULY 9, 1853.

HALIFAX and St. John's (N. B.) papers to the 24th June were received yesterday.

The Legislature of New Brunswick met at Fredericton on the 15th ultimo. The Governor stated as his reason for calling them together, his desire to prevent the embarrassment and distress which were apprehended from the loss of the appropriations. He concluded his speech by trusting "that a spirit of wisdom and moderation will guide their deliberations to such a result as will promote the welfare of the people, advance the interests of the Province, and thereby afford the most solid and lasting satisfaction to their own minds."

The Assembly still persisted in their refusal to sanction the payment of wages to the Members of the Legislative Council. It is believed that the latter body will ultimately accede to the resolution of the Assembly, and there will then only exist some differences respecting the clerks of both Houses.

The Question of the Quit Rents had also been discussed, and the Assembly have agreed to vote permanently £1200 a-year, to be expended in roads and public improvements.

The *Quebec Gazette* furnishes the following items from the *St. Vincent Chronicle* of the 27th May.

The Chief Justice Sanderson, of Grenada, was suspended, and the resignation of his Assistants, Hayes and Gibbs followed. The Governor had temporarily appointed the new Assistant Judges, and a new Attorney General, in the room of Mr. Davis, appointed senior Assize Judge. Mr. Chief Justice Sanderson had gone to England. The despatch of the Earl of Aberdeen had necessitated a number of changes among the public officers, and given rise to some discontent.

The Islands were quiet generally, and the form against the working of the Emancipation Bill was published as usual.

The people of Maine are determined upon passing a Railway from one of their seaports to the Canada boundary line, and if possible beyond it to the St. Lawrence, and the cooperation of the inhabitants on this side. At a meeting which was held at Portland on the 17th ultimo, resolutions were carried, appointing committees of Survey and of Correspondence. The various speakers who addressed the meeting expressed very sanguine views of the results to the State of Maine of such an undertaking, as well as of the advantages which Canada would reap from it, provided she lent her aid to complete it on the scale contemplated.

In calculating the probable sources of revenue of a railway from Portland to Quebec, for instance, it is reasonably supposed that \$30,000 might be derived from the transport of boards alone, from the section of country, through which the above route would pass. In addition to boards, shingles, staves, shingles, pot and pearl ashes, granite, live stock, and all kinds of country produce, would be sent to market by this cheap and easy conveyance.

We do not deem it necessary, however, for the projectors of this great undertaking, to limit their calculations of profit or advantage from the comparatively few and scanty productions which the district may at present trade in. Internal communication, infinitely superior to all state restrictions or prohibitions, has ever been found to produce the most surprising and beneficial changes in the circumstances of any country which has encouraged it. The mass of evidence which might be quoted in support of this assertion, can leave no room to doubt, that of all agency that is employed in civilizing man and improving his physical condition, none is equal in potency or more speedy in its operation than to place within his reach the means of trade and in-

tercourse with his fellow men. The State of Maine is at present but partially cultivated, and her forests have long bid defiance to the encroachments of civilization, because cumbersome articles cannot afford a long carriage on ordinary roads. Were means of internal communication completed, were even one railway in full operation, it would produce an almost magical influence, first on the immediate neighborhood of its route, and shortly upon more distant parts. The district would at once become better settled and better cultivated; and thus individual and national wealth would be speedily realized. Viewing the undertaking in reference to the general good of the State, and even supposing the work to be confined within its limits, apart from all immediate view of pecuniary profit, its completion would confer inconceivable benefits upon the inhabitants. The immediate public utility would be more than compensated to the State by an increased population, by an extension of cultivation, and in short, by a vast accession to the amount of her internal resources.

We should say to the inhabitants of Portland, that so strong are the inducements to commence, and vigorously to prosecute the railway under contemplation, that the contingency of Canada being induced to share in the enterprise should not be rendered an indispensable condition before the undertaking can be proceeded with. The inhabitants of Maine must be already aware, from the immense unpeopled and uncultivated tracts in Lower Canada, that neither its Government nor its people is at all famous for enterprise—that, however much the Republican institutions of the States are lauded by Canadian Patriots, the liberality and public spirit of their Governments do not in any wise share their sympathies. So, at least one may imagine of the leaders of the Canadian majority, from their ignorant and stubborn opposition to all proposals for increasing the commercial facilities of the Province. The projectors of the railway will not, however, it is to be hoped, confine their calculations to Canada as she is, but ought to expect to become in a few years from her determined spirit to free herself from her present trammels, which has been excited in her Colonists.

But let us examine for a moment the advantages of the route which it is proposed the railway should take on this side of the Lines. Quebec has been spoken of as being the most accessible, and as likely to prove the most advantageous point opposite which to terminate the railway. It is not our connection with Montreal that makes us point to it as holding out, over Quebec, far superior inducements for the road to be carried in her direction. In point of distance from Portland, the two cities are about equal. We will even allow that the route to Quebec would, perhaps, meet with fewer obstructions, from hills and rivers, than to Montreal; and in this respect alone can she present a better claim than her rival. But this may be, on our part, rather a hasty conclusion as it is made from a simple inspection of the surface of the country, and without positive knowledge of the fact from actual survey. We can, however, well afford to give the Quebec route the full benefit of the supposition, as than this we cannot discover any other quality to recommend its adoption. The Portlanders must not deceive themselves, with imagining that Quebec is the emporium of the Canadas—that she is the chief and the natural receptacle of the imports and exports of what are there either consumed or produced. The shallows of Lake St. Peter give her at present a monopoly of the Timber and much of the West India Trade, but these obstructions cannot be deemed permanent, and their removal would at once give to Montreal all the substantial benefits to which she is by position, entitled. The revolution that would then be effected in the comparative importance of the two cities would be immense. It would be the same as if the sea were brought 180 miles nearer Montreal than what it is at present. But, while the fact remains undisputed, that Montreal is, in reality, the emporium of the commerce of the Canadas—that she is the connecting link between the Western Lakes and the fertile tracts which border them, and the rest of the world—with this single fact, we say that the railroad should be carried to Montreal.

This conclusion will be further strengthened by considering, that this work will be chiefly valuable in winter, so far as the shipment of goods either to or from Britain is concerned. So that under the circumstances of Montreal being the greatest consumer and producer in the Province, to take the railway to Quebec, would be to increase the expenses of by far the largest portion of the articles transported along it, by 180 miles of additional land or river carriage. This is a very material consideration, and which, it is to be hoped, the projectors of the railroad will not overlook. Keeping for the present, entirely out of view, the contemplated improvements in the navigation between Montreal and the Ocean, an inquiry should be strictly prosecuted into the comparative amount of the consumption and the production of Quebec and the country with which it is connected, and the same with respect to Montreal and the far west. Let the result of such an investigation be, as in all reason they ought, the data by which to determine the immediate and prospective advantages of the two routes.

Again, the tract of country through which a railroad from any point in the State of Maine must necessarily pass to Montreal, is by far the most fertile and thickly inhabited of any part of the Eastern Townships. Here, then, is another reason why the route we recommend should be preferred. The *Echo du Pays*, some time ago, adverted to the likelihood of having a railroad through the Eastern Townships to join the Chamby Canal. The one now contemplated by the inhabitants of Maine, being upon a more magnificent scale, would be productive of greater advantages, though it might have the effect of directing commodities designed for the New York market to that of Portland. The interest of all landed proprietors, and that especially of the new Land Company, is most materially concerned in the direction which the railway under consideration, if ever carried into effect, may take.

We come now, in the course of our hurried remarks, to the most univerting part of the whole subject. We should very willingly escape from the necessity of giving any answer to the question, whether or not Canada will co-operate with Maine in this great undertaking! We have before our eyes the unfinished wharves of our own city, and the shallows of Lake St. Peter, which annually cost the Province an immense amount of capital, and cause a great waste of time and money, and which transfer from Montreal a large part of what is peculiarly her own trade. Nine miles of partially interrupted navigation, in a measure deprives our city and the Upper Province of all the advantages of 170 miles of a deep navigable river. The sumptuous, both of the Government and of the community, which allows the resources of Canada to be thus crippled, might, we fear, operate against an immediate cooperation with Maine, in the completion of the railway to any important point in Canada. But our political difficulties, and the lethargy which they have induced upon all commercial enterprises, it may rationally be expected, will gradually disappear, and Canada will then lend a helping hand to a project, which will enrich both herself and her neighbor.

We can only at present add, that from the following letter, which has been addressed to JOHN FROTHINGHAM, Esq. of this city, by the Committee of Correspondence lately appointed at a public meeting in Portland, the reader has not been finally fixed upon. We know not if any steps will be taken by the free-townsmen, to aid in the survey now making. The undertaking is one, in the success of which we are all vitally concerned. Let all such improvements be viewed as purely matters of interest, and even let all patriotic or philanthropic motives be rejected, and the wonder is, that there is so little public spirit in Canada to encourage them.

Mr. FROTHINGHAM has permitted us to transcribe the letter as sent, and we truly hope its publication will excite such an interest as to screen us from the charge of culpable apathy among our neighbors.

PORTLAND, June 23, 1853.

SIR,—The undersigned having been appointed by the inhabitants of Portland, in the State of Maine, a Committee of Correspondence on the subject of a Railroad from this city to some point in Canada, avail themselves of the present opportunity to inform you that Colonel Long, an Engineer, under the authority of the United States, is now at this place, and will leave here on the 6th day of July next, to make a reconnaissance of the country between the coast and Canada line.

It will be gratifying to have Colonel Long while in this Province, in company with you, for the purpose of communicating valuable information relative to the topography of the country on the end of the route which lies in your Province.

We feel persuaded that a communication of the kind which is proposed, will be highly useful to the growth and prosperity of both countries; and while it brings us more nearly together in respect to our interests, we trust it will bind more closely the bonds of friendship between us. We know in this Province in the spring, it very rarely arrives at the Boundary line of our State between the 20th and 30th days of July next, and will strike the line at the head-waters of Arnold River.

Your co-operation in this survey and the general objects of the undertaking, are respectfully petitioned to inform you that the subject will receive our prompt attention.

We are, with sentiments of respect, your obedient Servants,

ALBERT SMITH, WILLIAM WILKS, JEREMIAH JEWELL, Committee of Correspondence, Maine.

John Frothingham, Esq., Montreal.

The *Quebec Gazette* of the 6th instant, mentions, that "it is stated in the Maine papers that assurances have been received from individuals in Canada, that they have pledged from their friends in England to take such portion of the stock as shall not be subscribed for here."

ALBERT SMITH, Esq., one of the Railroad Commissioners for the State of Maine, arrived here yesterday, and proceeded in the evening to Quebec, for the purpose of conferring with the Governor on the subject of the proposed Railroad from Portland to the Canada frontier.

countable effort of nature. The letter is dated some weeks ago, and has only now reached us. The cause of delay, we do not know.

There has been about eight acres of land suddenly removed from its pristine position, and thrown almost in a compact body, into a large bay of the Madawaska river, most of the trees standing in their natural position, and now forming an island, the entrance which it was removed being about half a mile. The breach or chasm from which it was thus violently removed, is about one hundred and fifty feet deep, quite perpendicular, and represents a semicircle—the shock was altogether local, but so powerful as to cause the fish to be thrown out of the river, high upon the bank. It was not occasioned by the action of water, the soil being perfectly dry, and no appearance of moisture of any kind; neither was there any earthquake. But coming within twenty yards of the lower extremity of the chasm, a strong sulphuric vapour proceeded from it, but it is not so palpable on getting a few yards within, and precisely this has been remarked by several people! Considerable damage was done to timber that was lying in the bay.

A woman of the name of CONWAY, while in a state of intoxication, fell from one of the wharfs at Toronto, into the water, and was drowned.

On the day after, a pair of horses belonging to a farmer, from Vaughan, fell from FERRIS' wharf, and in consequence of the wagon to which they were attached having got fast in the mud, and thus preventing the animals from swimming, they were drowned.

From the *Sandwich Canadian Emigrant* we learn that 14,000 acres of the Indian reserve, in the neighborhood of Malden, have been ceded to Government, upon condition of interest being paid on the minimum price of three dollars per acre, or upon as much less, if by this arrangement, the lack and frictions of settlements, formerly dispensed by this reserve belonging to the Hurons, will be united, and Amherstburgh will obtain a neighboring yeomanry. The scenery in that quarter, we understand, is among the finest in Canada.

The steamer *John Bull* left Quebec on Monday night at ten o'clock, with the bark *Ceylon* and brig *Catharine* in tow, and arrived here yesterday morning at ten o'clock. She had 50 cabin and 495 stowage passengers.

The steamer *Canadian Eagle* arrived in port last night at a quarter before eleven o'clock, having left Quebec the preceding night at twelve. She brought us the *Mercury* and our Correspondent's letter of Tuesday evening, which enables us to give the Shipping Intelligence, &c., in advance of the Mail. She had 50 cabin and 376 stowage passengers.

THE CROPS.

St. John, June 16.—We are informed that Hay sold in our Market last week at the enormous price of £12 10s. per ton.

Minneapolis, June 16.—For the last fortnight the weather has been propitious for the husbandman, and his work has progressed accordingly. The season has also been favorable for the lumbermen, and the depth of the water has enabled them to haul their logs, and we believe, with hardly an exception, all the parties have succeeded in getting their timber into the main streams; and as there was a large portion of last year's timber remaining in the brooks owing to the scarcity of water last season, the stock brought to open markets will be unusually large. These remarks will also apply to the neighboring Counties of Kent and Gloucester.—*Halifax Journal.*

The weather is still unsettled, and cool at nights. During last week the thermometer made have been several times near the freezing point. This has not been favorable to the grain crops, which have not advanced lately as rapidly as they did, and are generally in much less healthy condition. Insects of several kinds have also done them considerable injury, and in many places have almost destroyed the whole crops of cabbages, turnips, and even potatoes, extending their ravages to a very large part of the production of gardens. The earliest green peas, in very favorable positions, are now ready for table.—*Quebec Gazette.*

The weather has been changeable, and some days very cold—there is little or no vegetation. We are afraid the corn will suffer, as it cannot grow well in this bleak weather. We have not heard particularly concerning other crops in this quarter.—*Bathurst (U. C.) Courier.*

TRADE OF RICHMOND.—On the evening of Wednesday last, a remarkably fine barque, 545 tons register, was launched with her mast standing at the ship yard of John Jardine, Esq., at Richmond. She was named at the particular request of Mr. John Anderson, of Liverpool, in England, for whom she has been built, the *Mary-Ann Peters*, in compliment to the lady of the Hon. Joseph Cunard. On Friday afternoon, at the ship yard of the same enterprising gentleman, another fine barque, called the *Richmond*, was launched in gallant style. We understand that the latter vessel is proposed to be retained in the trade of the port, and we most sincerely hope that the unwearied assistance of the owner will be repaid by a well merited reward.—*Miramichi Gleaner.*

Captain J. Whitty, with his company of Artillery in this garrison, and Surgeon J. M. Page, will embark, on their return to England, in the *Atalou*, on Wednesday afternoon. Some invalid men from the regiments on this command go home at the same time.

Brevet Major Jackson's company disembarked this morning at seven, and marched to the Artillery Barracks.—*Quebec Gazette.*

The barque *Mary Ann*, Gale, belonging to Pictou, built and owned by H. Hatton, Esq., and employed as a packet between Liverpool, G. B., and Pictou, in we are sorry to learn, totally lost

at Arling. We omitted to mention a fortnight since that a fine new vessel called the *John Miller*, reflecting the greatest credit on her builder, was launched by the same enterprising individual; and we regret that the rejoicing at such an event should have been marred by this accident. Mr. Hatton is the most spirited ship-builder in Pictou, having we believe within the last four years, built more vessels than all the others put together.—*Halifax Times.*

The Halifax Packet *Sarah*, built expressly to run between this port and New York, has discovered herself a regular clipper, and a capital sea-bow. She made the passage from New York in 33 days, part of which time too she lay becalmed.—*Id.*

Commercial.

IMPORTS FROM UPPER CANADA.

MONDAY, JULY 6, 1853.

500 bbls Flour	To F. & R. Ritchie
300 do do	" " " "
80 do do	" A. Ferris & Co.
80 do do	" B. Hart & Co.
398 do do	" Forsyth, Walker & Co.
48 do do	" Gillespie, Moffat & Co.
87 do do	" P. McGill & Co.
167 do do	" C. & J. McDonald.
11 do do	" S. F. Holcomb.
15 do do	" Forsyth, Richardson & Co.
19 do do	" Orlin.
12 do Ashes	" Wm. Bradbury & Co.
5 do do	" Faber, Hunter & Co.
5 do do	" P. McGill & Co.
6 do do	" Robertson, Masson, & Co.
3 do do	" A. Ferris & Co.
10 do do	" Payfair, W. Loan & Co.
11 do do	" Gillespie, Moffat & Co.
4 do do	" Frothingham & Mar-
38 do do	" T. Edlett.
16 do do	" W. L. Colt.
11 do do	" P. McGill & Co.
90 boxes Starch	" P. McGill & Co.

TUESDAY, JULY 7, 1853.

36 bbls Flour	To Mittleberger & Platt.
400 do do	" " " " W. L. Whiting & Co.
167 bbls Flour	" To Mittleberger & Platt.
168 do do	" " " " W. L. Whiting & Co.
100 do do	" Gillespie, Moffat & Co.
100 do do	" Molsen, Davies & Co.
396 do do	" Forsyth, Walker & Co.
31 do Ashes	" Gillespie, Moffat & Co.
10 do do	" J. Ferrance & Co.
5 do do	" J. T. Badgley & Co.
12 do do	" Macintosh & Co.
12 do do	" W. Bradbury & Co.
29 do do	" P. McGill & Co.
5 do do	" H. B. Smith.
2 do do	" Kay, Whitehead & Co.
18 hds Tobacco	" Orlin, Moffat & Co.

The letters from London to the 31st May, do not announce any change in the market prices of Canadian produce. Wheat, Flour and Ashes, continued dull.

We have prepared a Table, exhibiting the Imports into Canada to 1-4 July, in each year, for the last eleven years, of the principal articles of trade. We delay publishing this statement for a few days, our anxiety to have it as correct as possible, rendering necessary a very minute examination of other materials than the *Quebec Commercial* and our own Import lists, in which occasional inaccuracies must occur, afford. We are, however, enabled to give the following comparative imports of West India Produce, &c. up to 1-4 July, which we believe may be relied upon as correct. We deem it beyond the province of a commercial journal, to offer any opinion upon the prospects of the markets, when such data as the following can be exhibited, by which practical merchants may easily form their opinions.

A Comparative Statement of West India Produce, Brandy, Gin, and Wine, imported by Sea, up to the 1-4 July, in the years 1842 and 1843, and the average of the periods of five years, ending in 1842 and 1843.

Year	Wine	Brandy	Gin
1842	1210	576	389
1843	934	525	434
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1845	740	390	434
1846	740	390	434
1847	740	390	434
1848	740	390	434
1849	740	390	434
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1889	740	390	434
1890	740	390	434
1891	740	390	434
1892	740	390	434
1893	740	390	434
1894	740	390	434
1895	740	390	434
1896	740	390	434
1897	740	390	434
1898	740	390	434
1899	740	390	434
1900	740	390	434

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1890	740	390	434
1891	740	390	434
1892	740	390	434
1893	740		