

THE SHIPPING INTEREST.

WE are indebted to the Boston Traveller for the following account of the depressed state of the Shipping Interest in the United States :

"Nearly one hundred and ten ships and barks are now in this port—an unusual number, and showing a dull state of business. A large fleet are on the way from the South and from Europe, and some thirty-five from ports in the East Indies, principally Calcutta, Manila, Batavia, &c. Many of these are now due. Nothing of business presents itself save deal-freights, which will hardly pay the running expenses of the ships. The Calcutta trade is attended at the present time with heavy losses, the principal articles, save saltpeter and hides, not nearly bringing their prime cost at Calcutta, to say nothing of freights and charges. Business for our small vessels coastwise is very poor, and in many instances, money would be saved by hauling them up. A dull summer for shipping interests may be looked for; but we trust the coming fall will witness a revival of this important branch of business to our city. The depression of the shipping interest always comes with greater severity on this city than is felt by any other port in the United States.—The State of Maine, the largest ship building State, receives her entire supplies from this city for the building and fitting her new ships; and the entire and complete construction of this business in Maine is felt very sensibly by our iron dealers, ship chandlers, and paint dealers. Both drawers and dry goods dealers, also feel with grocer of business from our New England seaboard. But few vessels will be built this season, and those not of great size."

If there is any thing which has a deleterious effect upon the trade of this Province, and which we feel keenly the effects of, it is the low rate of freights; for it is upon the rise or fall of this branch of business depends the amount of our ship-building operations. If we are to judge from the above article, together with the dull sale of ships in the home markets the amount of business that will be done this year in our Province will be but small. The St. John New Brunswicker says:—

"We learn that no new vessels are being contracted for, and in the present state of things nobody will build on speculation; consequently, when those now in course of erection are finished, the yards will remain idle.— In some instances we have heard that most of the men have been discharged from yards where the vessels are only partially completed. If this state of affairs should continue long the best workmen will be forced to seek other pursuits for a livelihood, or to leave the Province."

THE RAILWAY.

WE have from time to time alluded to the hostility evidenced by the Press and the People on the other side of the Province, towards the building of a Railway to Quebec, by the Northern or Major Robinson route. We give below another sample copied from the St. Stephen's Patriot.

"The scheme which contemplated running a railway from Shediac to Miramichi is not to be entertained for a moment—were any of our Charlotte members to vote at the present time for such line, we should consider such an unworthy of confidence—we live in politically perilous times, and it will not do for a faithful journalist to betray his country to please any man or set of men—for ourself, we hold ourself as free as men—to animadvert on the political course of the members of the Legislature, and we shall exercise that prerogative irrespective of the individual. To return, a line of Railway from the city St. John, through Kings County to the Bend we always considered superfluously expensive and injudiciously erroneous. To put St. John in communication with Halifax and the Atlantic it would only be necessary to have a Railway from Halifax to Windsor, some forty miles; and the Nova Scotians would no doubt gladly build that themselves, and a line extended from St. Stephens to St. John, would complete all that is necessary to have the European and North American line continuous. At the present, the only lines of Railway that the Province would be justified in carrying on, is that from the Bend to Shediac say 15 miles—and from St. John, to intersect the St. Andrews line at the most feasible point; and a line from St. Stephens to meet the junction of the Branch at St. Andrews line—which extension of railways, it is unnecessary to say, will be progressed to Woodstock as fast as men, and means can make."

The following sensible remarks on this subject we extract from the St John Leader.

"Well, we have been for some years squabbling about where we shall build our Railway. York says she must have it; St. John says she must be the terminus of it; Halifax says she must be the terminus of it; St. Andrews is already becoming a terminus of something which may turn out a complete Railway and our up river trade may be diverted if we do not look sharp. What is to be done? No government can unite the North and the South on a Canadian Railway policy, Mr McPherson and Mr Montgomery are living witnesses to it. No government can build a single line to Canada, without uniting these two diverse interests.—

No government can ignore the interests of either of these two sections of the Province, none can exist by the support of one and in spite of the enmity of the other. It is equally clear that these two sections will never agree to the building of a single line of Railway to Canada from which either will derive peculiar benefit. Why not follow the example of the Canadians, and if the British Government is desirous of building an inter-colonial Railroad to Canada, and are willing to contribute largely towards the cost of it, let them fix their own starting point, and their own terminus, and their own route, we on our parts determining to give all the provincial aid we can to carry it out, reserving to ourselves the right to make it our Grand Trunk Railway, and to build branches wherever they may be required, or where we think there will spring up a remunerating trade.

"The ministerial organs are fertile in inventing bones of contention and dissention for a new ministry. We do not fear dissention.— We believe a strong Liberal Government having united aims and interests, can be formed out of the opposition members in the New House. But it is fair and politic to avoid every ground that may tend to put the different sections of the Province at variance, for we may be sure that the ministry and its press, so soon as it goes into opposition, will leave no stone unturned to weaken and harass a really Liberal and provincial administration."

SURVEY OF THE MIRAMICHI BAR.

WE are pleased to be enabled to state that the Government brig Gulnare, Captain Orlebar, which vessel has been for several years surveying the rivers, harbours, bays, &c., on the Gulf shore, arrived here on Sunday last. The object of Captain Orlebar's visit to this port is to take soundings on the bar of the river, and give a report respecting the best method to be adopted to deepen the water and remove the obstructions that have accumulated there for years; a measure which will be highly advantageous and beneficial to the port.

The subject was brought under the notice of the British Government by the present Government of the Province, through Captain Orlebar, and no sooner was the request made known to the Admiralty than it was complied with.

THE PROBLEMS.

OUR Cotemporaries on the other side of the Province, are busily engaged in trying to solve the problems that are before the people for solution, viz. when the House will meet? whether before or after that event takes place the present Government will resign, and who will take their place when that eventful period arrives? Two separate and distinct casts of character have been drawn up of the actors that are to take the leading characters in the new drama, and published for the information of the public, who have freely canvassed over the merits and demerits of each particular person to the places thus assigned them. But notwithstanding all this discussion, and all the good and sound reasoning that has been brought to bear upon the subject, the questions are as far from a solution as they were when they were first mooted.— Yet a little time must we, the public, and the aspirants after Political honours, wait with patience the good time and pleasure of the present incumbents to retire from their coveted positions.

LAUNCHES.

FROM the Building Yard of George J. Parker, Esq., on the 23rd inst., the Schr. GOLDFINDER, of the burthen of 156 tons, Carpenters' measure, and 100 by the merchants' shipping act. She was built and owned by Mr David Cassidy, a young mechanic of this place, who for his energy and enterprise deserves much credit.

On Monday, the 25th instant, from the Yard of William Muirhead, Esq., a fine Copper-fastened ship, named the GLENMORARCH. She was built under the inspection of Lloyd's Surveyor, and is of the burthen of 992 tons, Carpenters' measure, and 974 by the merchants' Shipping act.

From the Cunard Ship Yard, on the 26th inst., the Schr UNION, of the burthen of 136 tons, Carpenters' measurement, and 71 by the merchants Shipping act. This vessel was modified by Mr Patrick Carrol, and contracted for and built by Mr John Marquis, for the Miramichi Joint Stock Company for the prosecution of the Fisheries in the Gulf. She will as speedily as possible be equipped for sea, and placed under the charge of Mr. William Palmer— we wish her every success, and trust that she is but the pioneer to pave the way for a large and numerous fleet.

At Esquemiac, on the 27th instant, the Pilot Schooner LEADER, of the burthen of 42 tons Carpenters' measure, and 20 by the merchants' Shipping act. She was built and owned

ed by Messrs John and Angus McCachran, Branch Mills, upon whom she reflects much credit for their enterprise and perseverance.

DIOCESAN CHURCH SOCIETY.

THE following extracts are taken from the Twenty-first Report (first issue) of the proceedings of this Society during the year 1856.

"In the origin and progress of this Society, there is abundant evidence of an over-ruling Providence. He who loves His Church and regards its extension far more than the most 'zealous for the Lord God of hosts,' has plainly stirred up the wills of his people to his work. Look back to the time when this Society was first instituted. There might then, no doubt, have been enough to do in carrying out its holy objects. But there was not at that period the like pressing necessity for such an institution. Those venerable Societies in England, to whom, under God, the Church in the Colonies may be said to owe its very existence, then stood ready to afford liberal aid in opening new missions and assisting in the erection of Churches. It had scarcely then been intimated, that this aid would soon be curtailed, and eventually wholly withdrawn. Or if any such notice was given, so long had the members of the Church rested with confidence on the bounty of their brethren at home, that they could not at once be brought to believe that they would ever be left to themselves. Ample warning was given, and now it has come to this, which it is well to repeat, till every member feels it as a call from God to individual and united exertion, that all aid in opening new missions, however urgent the need or deplorable the destitution, is asked for in vain; and at every vacancy in an established Mission, a large portion of the allowance is in each case withdrawn. Had this taken place at an earlier period—had the Church been wholly unprepared to avert the blow, how widely different would have been our position! Here it is we mark the finger of God.

"For all the while the Parent Society was thus giving timely warning—ready to act upon the conviction that the Colonial Church must supply its own wants—this Society has been gradually but securely growing up and increasing in strength and means of usefulness. It has passed through that ordeal of investigation which seems requisite for all voluntary associations before they gain the general confidence. Its Constitution has been adjusted to what seemed the best adapted to carry out its holy objects, and its mode of operation has become better understood and approved of by its members. Nor during its growth has this society been wholly barren of fruit. Not in vain has it called the attention of Churchmen to what is so plainly their duty and their privilege. Not in vain has it enlisted the laity with the Clergy in the promotion of its sacred objects. Already, up to the year just entered on, it has expended, mostly for the support of Missionaries in places where they could not else have been sent, the sum of nearly £14,000.— Its claims for support are now admitted without a question. Every one who contributes to its funds, or takes part in its proceedings, is aroused to new interest in the well-being of the whole body. Many wealthy and devout members of the Church have become its constant benefactors, and in several instances (one of which have lately occurred), its holy aims have been presented to their minds at the hour when called to 'set the house in order,' and make ready to render to the Great Head of the Church an account of their stewardship. In this way—and it is a most convincing proof of the vast importance of our work—bequests to a considerable amount have been made to the Society, which will eventually very much enlarge its sphere of usefulness."

It will be observed from the Reports that contributions as follows have been received during the past year from the undermentioned Churches and Stations in this and the adjoining Counties:

Table listing churches and their contributions, including Bathurst, S. George's Church, £1 0 0; New Bandon, Christ Church, 0 0 0; Chatham, and parts of Nelson and Newcastle, 29 10 9; Point Esquimaux, 1 0 8; Glenelg, Church of S. John the Evangelist, 6 15 11; Newcastle, St. Andrews, 8 16 8; North Esk, 0 10 0; Blissfield, 0 10 0; Ludlow, 1 3 2; Boiestown, 1 4 7; Sundry Offerings, 0 5 6; Sale of Church Books, 2 13 6; Nelson S. Peter's Church, 6 0 0; Blackville, Church of the Holy Trinity, 3 4 8; Sundry Offerings, 0 14 0; Richibucto, S. Mary's Church, 32 3 10; Welford, S. Paul's, 8 10 0; Cocolford, S. Alban's, 0 0 0; Shediac, S. Martin's, 12 7 6; Moncton, S. George's, 10 0 0; Dorchester, Church of the Holy Trinity, 13 7 6; Sackville, S. Ann's Church, 14 9 3; Bay de Vert, 1 10 3; Harvey and Hopewell, 0 0 0; Westmorland, S. Mark's Church, 11 12 6½

—Communicated. The Revd. James Salmon, of the Presbyterian Church of England, will preach, D. V. on Sabbath first, the 31st instant, in the Baptist Church, Newcastle, at 3 o'clock in the afternoon, and at Chatham in the Wesleyan Church at half past six o'clock in the evening.

NEW WORKS.—To the publishers Messrs. Leonard Scott & Co., 79 Fulton Street, New York, we are indebted for the April number of Blackwood's Magazine. It still maintains the high position it has gained for itself in the world of letters. The following are its contents: All Fools' Day or the Rival Robbers, A Political Pantomime; Scenes of Clerical Life, Mr Gilfil's Love Story; Afoot; Botany and Brigands in Greece; The Athelings, or the three Gifts; The Land of Gold; Meleager's Lament for his wife Heliodora; Remembrance with Dickens's Letters from a Lighthouse.

SHIP NEWS.

PORT OF CHATHAM—MIRAMICHI.

ENTERED—May 26—schr. Elizabeth, Campbell, P. E. Island, oatmeal, &c., master; bark Dortha, Anderson, Norway. 26—Cleopatra, Mossop, Fleetwood. 27—bark Vingolf, Berger, London, Alex. Fraser. 29—bark Njordquet, Olsen, A,nnadel, ballast D. & J. Ritchie. 30—schr. Pearl, Champion, P. E. Island, general cargo, W. Muirhead. schr Rooket, Boston. CLEARED—May 22—schrns Conservative, M'Fadgen, P. E. Island, lumber, Gilmour, Rankin & Co.; St. Roch, LaBlanc, passengers and baggage. 23—schr Elizabeth Ann, M'Leod, P. E. Island, lumber, master. 25—schr Villager, Watt, Dalhousie, general cargo, Morrison & Co.

PORT OF NEWCASTLE.

ENTERED—May 25—barks Kammer Director, Von Flotow, Kusach, Malaga, Gilmour, Rankin & Co.; Miramichi, Smillie, Port Glasgow, do.; Speedy, Holm, Norway, Robinson, Crocker; Peter Rolt, Vauselon, Barcelona, J. H. & J. Harding; Ship Columbian, Poole, Bristol, Robinson Crocker; brig Water Kelpie, Bergen, Lisbon, do.; ship Fremont, Hausen, Norway, Gilmour, Rankin & Co. 26—ship Amelia, Flint, Gloucester, salt, Robinson Crocker; barks Witch, Christiern, Falmouth, Gilmour, Rankin & Co.; Hiawatha, Sinclair, Liverpool, general cargo, John Haws & Co.; Bengal, Akett, Aquiles, Gilmour, Rankin & Co.; brig Nancy, Young, Waterford, do. 27—ship Pointer, Webster, New York, Flour &c., Robinson Crocker; brig Gratitude, Lullis, Malaga, Gilmour, Rankin & Co.; ship Achillis, Walker, Liverpool, general cargo, do. CLEARED—May 23—schrns New Messenger, Siteman, shingles, Halifax, J. Bignal; La-Rooke, Davison, salt, P. E. Island, Gilmour, Rankin & Co. 27—bark 29th of May, Henderson, deals, Coleraine, do. 29—brig Amy Ann, Fuby, timber and deals, do.

PORT OF DALHOUSIE.

ENTERED—May 25—bark Alma, Nichol, Liverpool, general cargo, A. Ritchie & Co. and others; Brigs Hero, Williams, Majorca, A. Ritchie & Co.; Integrity, Jobling, Nantz, do.; Traveller, Nicholson, Rochelle, do.; ship Caladonia, Hughes, Liverpool, general cargo, do. and others; bark Scandinavian, Norway, McMillan, Travis. 26—schr. Roderick Random, McKoy, Quebec, W. Hamilton and others. 27—brig Tasso, Grey, Malaga, A. Ritchie & Co. Brig Kingswood, Hart, Pamboeuf, W. S. Smith.

Arrived on the 25th inst. at New Richmond Brig Jessie Miller, Laing, general cargo, H. Montgomery.

CLEARED—May 21—Brigt. Camelo, Caldwell, Halifax, shingles, W. S. Smith. 23—schr. Ellen, Curry, Carleton, meal, master. 25—schr. Susan, Laing, Halifax, shingles, A. C. DesBrisay. 27—schr. Henry, Casey, Campbellton, A. C. DesBrisay.

PORT OF SHIPPCHAN.

ENTERED—May 9—schr Sarah, Compton, Charlottetown, P. E. L., Wm. Taylor. 18—schr Hero of Kars, Fraser, Halifax, Wm. Fruing & Co. 20—schr Alexander, Shellnutt, Halifax, West India produce & Dry Goods, Wm. Taylor. 22—brigt St. Brilade, Alexandre, Jersey, general cargo, Wm. Fruing & Co. CLEARED—May 11—schr Sarah, Compton, dry fish, Halifax, Wm. Taylor. 19—schr Hero of Kars, Fraser, Bathurst. 20—schr Alexander, Shellnutt, Bathurst, West India produce.

PORT OF RICHIBUCTO.

ENTERED—May 23—schr High Maid, DeRoy, Quebec, W. S. Caie and others. 27—bark Adeline Cann, Cork, W. S. Caie. 28—bark Catherine, Watts, New York W. S. Caie. CLEARED—May 23 —bark Landwrehrdren, Wragge, Hull, W. S. Caie. 25—brig Elizabeth, Bridgewater, Price, timber and deals, W. S. Caie. Both the above vessels went over the Bar of Richibucto with full cargoes, and both drew nearly 14 feet water.