

65,000, showing that nearly 1100 houses have been destroyed, and calculating the total amount of loss at 201,000. The loss is, however, differently estimated by the other papers. The Pilot supposes that 2000 houses have been burnt, and the Gazette estimates the loss in houses at 1,200, the number of persons rendered houseless at from 12,000 to 15,000, and the amount of property destroyed at from 350,000 to 400,000. We give the Gazette's account of the terrible disaster as being the most succinct and, probably, the most nearly correct, as it is probable that some houses were occupied by more than one family, and as outhouses may not be included in the Herald's list:—

From the Montreal Gazette.

The fire which we noticed yesterday morning as still raging when we went to press has at length been checked. From the Hayes House, it crossed to the opposite side of Notre Dame street, and burned two Houses on that street, and ran down the South Western side of Dalhousie Square, where it was arrested and the barracks saved by blowing up some buildings on the corner. The Barracks on St. Paul and Commissioner street were in imminent danger, and, if they had gone, all the property below down to the river's side would have been swept away. From the Mess House, &c., on the upper side of the square and the out buildings, in the rear, the fire was carried into the wooden buildings, north east of them, and burned its way, combated, inch by inch, by the firemen and citizens, down to Papineau or Queen Square. The Market House here was destroyed as were all the buildings on the lower side of the square with one or two exceptions down to Gain street. The side of St. Mary street next the river was saved from Dalhousie square (with one or two exceptions,) down to the old Artillery Officers' quarters, from which place it burned everything in its way, down to Messrs. Sims & Coleman's lumber yard, where the fire had occurred in the afternoon of Thursday.

Here about 4 o'clock, yesterday morning, the enemy was brought to bay and finally vanquished. The buildings on the water side were saved down to Brooke Street, where a large quantity of wood and coal, belonging to the military authorities was burned. The fire then continued along the river down to the residence of Mrs. Reid, (widow of the late Chief Justice Reid.)—Here the outbuildings were burned, but the mansion saved as was that of Mr. Thomas Molson, next beyond it. Some wooden buildings in the rear of the latter and the row of brick buildings next the river forming part of Molson's Terrace was also saved.

In the rear of Dalhousie Square, the fire ran along Champ de Mars Street, through to St. Lewis Street at Durham Terrace, which it destroyed, and thence in an irregular direction into Campaneau Street, and onward along the course already mentioned.

Although the number of houses destroyed by the fire was not so large, as by that of the preceding afternoon, the property is much more valuable.

SONS OF TEMPERANCE ANNIVERSARY.

The Northumberland and Caledonian Divisions of the Sons of Temperance celebrated their anniversary by having a Pic Nic on Thursday last.

The day was all that could be wished, and the steamer left the wharf about noon with a number of the Northumberland Division, and a goodly company of ladies. She steamed up to Douglastown, and there took on board the Caledonian Division, several guests, and a number of ladies. The boat had left the wharf but a short time when it was ascertained that there a leak in one of the boilers. She was brought too, in consequence, on the Chatham side, where some of the company landed and strolled along the beach while the damage was being ascertained.

It having been discovered that the defect could not be repaired, the company returned on board the boat, sail was put on her, and as the wind was fair she slowly retraced her passage to Chatham.

The party, no way dampened by the accident, set about resolutely to put the best face on the matter, and to enjoy themselves. Refreshments were served up, and after they had partaken of what had been put on the board, such of them as felt disposed got up quadrils, cotillions, contra-dances, reels, &c. The Amateur Band was on board, and at intervals enlivened the party by performing various airs.

On arriving at Chatham the company separated for a short time, and re-assembled in the large Hall belonging to the Order, where they enjoyed themselves until about midnight, when they retired. All regretted the accident, but it did not appear to us that it at all dampened the enthusiasm of the company, or threw any impediment in the way of their enjoying themselves.

It was the original intention of the party to proceed up to the residence of Mr. William Parker, on the South West, who, we learn, had gone to much trouble to accommodate them. We understand there was a large gathering of the neighbors around, who had congregated together to see the company, hear the music, &c. who were badly disappointed at the non-arrival of the

boat. Some disappointment was also experienced at Newcastle, as a number of ladies and gentlemen were prepared to embark in her as she proceeded up the River.

Taking it, however, as whole, we think there is but little to grieve about. We have seen greater failures in Pic Nics, and far less hilarity on pleasure excursions, than we witnessed that day. The only persons we feel sorry for are Mr. Bell, the owner of the boat, Mr. Parker, who had prepared for the company, his neighbors, and the ladies and gentlemen at Newcastle, who were deprived of their day's excursion.

CANADA.—The Quebec papers furnish us with a comparative statement of the arrivals at this port up to the 3d July, 1851 and 1852:

	vessels.	tonnage.
1851,	559,	241,552.
1852,	444,	185,079.

Less this year, 145, 56,503.

"Number of foreign vessels arrived here this season up to the present date:—22 Norwegian, 8297 tons; 8 Prussian, 2461 tons; 3 American, 1850 tons; 1 Swedish, 458 tons, and 1 Portuguese, 119 tons. Total 35 vessels, 13,285 tons."

The total number of passengers up to the same date was—Cabin, 249; steerage, 19,108, being an increase over last year 1,846.

UNITED STATES.—Several severe steam-boat accidents have occurred in the United States, accompanied by fearful loss of life. The Japan expedition, it appears, is abandoned. The reason assigned by the New York Herald is, that "in the whole vast Republic a sufficient number of hands could not be enlisted to man the necessary vessels." We think the people have shown more sense in refusing to risk their lives in such an enterprise, the propriety of which was very questionable, than the Government which endeavored to accomplish it.

THE ALBATROSS.—This beautiful propeller arrived here on the morning of Wednesday last, from Charlottetown. She made the run, to the mouth of the harbor in twelve hours, but arriving in the night she came to, and waited for a pilot. She remained here a short time, and we were kindly invited by the owner, Captain Sleight, to inspect the vessel. This we did with several gentlemen from the shore. She is a first-rate boat of 1011 tons register, with engines of two hundred and fifty horse power, and will carry a cargo of 3,500 bbls. We last week gave a description of her from the Halifax papers, and think it needless to repeat it here. We freely subscribe to all that was said in reference to the splendid manner in which she is fitted up. We were informed by her owner that it was his intention to run the boat constantly between Quebec, Charlottetown, Halifax and New York; and when freight or passengers offered, she would touch in at Gaspe, Miramichi, Shediac and Pictou. We have our doubts of the success of this enterprise. The voyage we think too long; the boat too large and consequently expensive to keep up; and as there is no certainty of her touching at Gaspe, Miramichi, Shediac or Pictou, passengers or freights cannot be expected from these ports, except such as can be got ready at a few minutes' notice.

It appears by the Pictou Chronicle that she arrived at that port after a run of 24 hours from Halifax, and proceeded after a short delay to Charlottetown, where she was to take out a new Register.

Major Norton came passenger in the vessel, and the inhabitants of Pictou waited on him with an Address. From his answer we copy the following paragraph:

"One word with regard to this enterprise. It is now in the hands of a gentleman who has the ability and inclination to use it to your as well as his own advantage. A large land owner in P. E. Island, it is his interest to find a Market for every article of agriculture, and on every trip from Charlottetown and Pictou to New York, his ship will be made the depot of every production of the country that can find a market in that city. On the voyage to Quebec again, every thing required there which those lower ports can supply, will find a ready transport. It therefore depends now upon the industry of the inhabitants themselves, whether they are to be benefited or not by this enterprise. I would beg gentlemen most earnestly to press on your notice the absolute necessity of having a Hotel erected without delay for the accommodation of strangers who may visit your town by this route. Already nearly 100 berths are engaged in New York for the next trip of the boat, many of these passengers will come here; and if upon their arrival they have to wander around your streets until midnight, as I have seen the case upon a sudden influx of travellers from Halifax or Charlottetown, the character of your town will be ruined for ever. But once let it be known that a good hotel, pure air and fine scenery are to be found here

and you will have hundreds of travellers coming and spending their money among you.

RECIPROCITY.—The Editor of the Pictou Chronicle says—"We are able to state on good authority, that a diplomatic visit lately made by Mr. Crampton, British Minister at Washington, to the Hon. Daniel Webster, at Marshfield, is likely to result in a treaty establishing the most full and free Reciprocity of Trade between the Colonies and the United States."

PROVINCIAL APPOINTMENTS.—Henry W. Baldwin, Esq. to be High Sheriff of the County of Gloucester for the current year.

William A. Letsen, Esq. to be a Commissioner of the Marine Hospital in the County of Northumberland.

George J. Parker to be a Commissioner of Buys and Beacons in the County of Northumberland.

LAUNCH.—A fine bark was launched from the building yard of Messrs. Johnson & Mackie, in Chatham, on the morning of Thursday last. She was named the Cathcart, and it is expected will measure about 500 tons.

BY TELEGRAPH

TO THE MIRAMICHI NEWS ROOM.

St. John, Thursday Evening.

By the steamer Eastern City, papers of Tuesday evening from Boston are received.

The Provincial Government in Canada have placed £2,500 at the disposal of the Relief Committee, for the immediate relief of the sufferers by the Montreal fire.

Private subscriptions are to be commenced immediately. The exact number of houses destroyed is now stated at 1,040, valued at £200,000. A subscription has been commenced in New York for the relief of the sufferers.

Some of the American papers state that the Hon. Daniel Webster will pass through this city and along the whole of the proposed line of railroad, that Her Majesty's steamship Devastation will be placed at his service, to convey him to Quebec from Pictou, and that it is supposed he will be accompanied by Mr. Crampton, the British Minister.

No other news. The Asia arrived New York this morning with Liverpool dates to the 3d. Cotton dull; no change in price. Flour and wheat active at full prices. Trade at Manchester rather dull. Parliament was prorogued on Thursday.

Marriages.

On Thursday, 8th July, by the Rev. W. Henderson, A. M. Mr. OLIVER McKAY, of the Parish of Northesk, to Miss ISABELLA MASSON, of the Parish of Newcastle.

On the same day, by the same, Mr. WILLIAM BUIR, to Miss MARY JOHNSTON, both of the Parish of Newcastle.

On Monday, 12th July, by the same, Mr. ELIJAH JAMES TOZER, to Miss MARY JOHNSTON, both of the Parish of Northesk.

On the 13th July, by the Rev. J. Snowball, Mr. JOHN GURVAN, to Miss MARIA P. WATSON, both of Richibucto.

SHIP NEWS.

PORT OF MIRAMICHI.

ENTERED, July 12—schr Adelaide Victoria, Bagel, P. E. Island, ballast; Prussian brig Amicetia, Heyn, New York, do.

13—schr Villager Watt, Halifax, general cargo, Johnson & Mackie, and others.

14—brig Hibernia, Webb, Boston, ballast, Duncan & Loch, schrs Economy, McDonald, P. E. Island, ballast; Dove, Robertson, do. do.

15—brig Myrtle, Brown, Newfoundland, ballast, Gilmour, Rankin & Co.; schr John Wallace, Jewels, Halifax, general cargo, J. Parker.

CLEARED, July 12—schrs Daniel, Campbell, Boston, Fish, A. Loudoun; Mary Elizabeth, McLeod, P. E. Island.

13—bark British Princess, Fleming, Port Glasgow, timber and deals, Gilmour, Rankin & Co.

14—brig Gratitude, Scorsfield, Shields, timber and deals, Gilmour, Rankin & Co.; schrs Economy, McDonald, P. E. Island; Dove, Robertson, do.

15—schr Mary Jane, Duggan, P. E. Island.

16—brig Garland, White, Fleetwood, deals, W. J. Fraser.

17—Prussian brig Johanna Amelia, Schuberger, Cork, timber and deals, Crane & Allison; schr Villager, Watt, Halifax, fish, Gilmour, Rankin & Co.

PORT OF RICHIBUCTO.

ENTERED, June 28—Prussian ship Norma, Schutt, New York, ballast, J. W. Holderness.

29—brig Fero, Jobling, New York, ballast, W. S. Caie.

30—brig Addison, Brown, New York, ballast, J. W. Holderness.

July 1—Norwegian bark, Nornes, Sundern, New York, ballast, J. W. Holderness.

8—schr Ceres, Forton, Quebec, flour and Corn, J. Mooney.

12—American ship C. C. Dow, Blanchard, New York, ballast, D. Wark; brigs William, Cassidy, P. E. Island, do.; Success, Kerman, Newfoundland, do., J. W. Holderness; Eleanor, Thompson, New York, do. do.

13—Russian bark Julia Heyn, Knvop, New York, L. P. Des Brisay; brig Jason, McDonald, P. E. Island, order.

15—schr Maria, Blais, Boston, general cargo, J. R. Creelman.

16—American bark Burlington, Winchell, New York, J. W. Holderness; schr Rose, Munroe, Newfoundland, order.

CLEARED, June 30—ship Arab, Delaine, Grimsby, deals; J. W. Holderness. July 1—brig Alta Peta, Andrews, Grimsby, do. do.

2—brig Battus, Massam, Liverpool, timber and deals, do.; schr Jason, McDonald, P. E. Island, deals, do. 6—bark Severn, Neilson, Grimsby, deals, D. Wark; Fosnes, Nygaard, Hull, deals. 2—brig Collector, Baldwin, Swansea, deals, L. P. W. Des Brisay. 3—brig Camilla, Otto, Liverpool, do. by do. 8—new ship Fitz James, Reid, Liverpool, do. J. Jardine; schr Traveller, Greevy, Boston, old rigging, J. W. Holderness; schr Ceres, Forton, Quebec; bark Caspian, Trafant, Liverpool, deals, J. W. Holderness. 10—brig seaman, Chandler, Newfoundland, boards, do.

14—bark Devenport, McKenzie, Plymouth, timber and deals, W. S. Caie; brig William, Cassidy, London, deals, J. W. Holderness. 14—bark Alderbaron, Blandford, Belfast, timber and deals, W. S. Caie; schr Jason, McDonald, P. E. Island, deals, J. W. Holderness. 15—bark Dove, Salverson, Fleetwood, deals, L. P. W. Des Brisay. 16—bark Teato, nia, Lange, Grimsby, J. W. Holderness; brig Addison, Brown, do. do. do. 17—brig Tota, Jobling, do. do. W. S. Caie; Norwegian bark Roeng Severe, Neilson, Belfast, deals, L. P. W. Des Brisay.

PORT OF BATHURST.

ENTERED, June 28—brig Welcome, Harman, Berlin, Ferguson, Rankin & Co.

30—schr Lord David, McNeil, Quebec, flour and pork, J. M. Wolnupter.

July 3—ship John Marshall, Robertson, New York, Ferguson, Rankin & Co.

7—brig Bee, Tertio, Salem, Ferguson, Rankin & Co.

12—brig Veronica, Larkin, Newfoundland R. Walsh.

15—schr Victoria, Lashoi, Quebec, flour Thomas Miller.

CLEARED, June 28—brig Gipeey, Cochran, Newfoundland, lumber.

July 3—brig Welcome, Harman, Newfoundland, lumber.

6—brig Argus, Davidson, Ulverston, timber and deals.

12—brig Lively, Downie, Newcastle, deals.

13—bark George Gordon, Purves, Stockton, timber and deals.

15—brig Bee, Tertio, Newfoundland lumber.

All by Ferguson, Rankin & Co.

16—ship Jessie Munn, Wood, Shediac, ballast.

WESLEYAN ACADEMY, Mount Allison, Sackville, N.B.

Principal—Rev. HUMPHREY PICKARD, A. M. Chaplain—Rev. ALBERT DESBRISAY. Treasurer—CHARLES F. ALLISON, Esq. Steward—Mr. THOMPSON TRULMAN.

This Institution will continue to be conducted upon the same principles which have rendered it so generally popular, and secured for it such extensive patronage, from almost every part of these Provinces. It has now been opened and in successful operation upwards of nine years. The arrangements which were made to accomplish the important object for which it had been founded, were such as obtained for it, from its very commencement, a high position in the public estimation; and those upon whom the direction of its affairs has devolved, have been stimulated and encouraged by its prosperity, to continued efforts to render it, in all its departments, ever increasingly efficient. Every year in its history has, consequently, been marked by valuable additions to its Educational facilities, and by more or less extensive general improvements throughout the Establishment. The attention of Young Men, and of Parents and guardians of youth, is, therefore, respectfully invited to it, as an Institution where the advantages of a thorough intellectual training may be obtained in safety and comfort, and under most favorable circumstances.

FACULTY.

Rev. H. PICKARD, A. M., Professor of Mental Philosophy, Ethics, &c. &c. Mr. THOS. PICKARD, Junior, A. M., Professor of Mathematics, Physical science, &c. &c. Mr. ALEX. S. REID, French Tutor, and Assistant in Classical Department. Mr. ARTHUR W. N. PATTERSON, Assistant in Primary Department.

The next Term will begin on Thursday, the 5th August.

Expenses.—For Board, &c. and Tuition, from £25 to £30 per annum.

Persons wishing further information, are requested to apply to either the Principal or the Chaplain.

Mount Allison, July 6, 1852.