

Miramichi and the North Shore, etc.

COALS.—See Mr. Gillespie's advt. PECK'S BAD BOY to be performed at Masonic Hall, Chatham on Monday evening next. There is immense fun in it.

SINKING.—Our latest advices indicate that Mrs. Connors' boy was recently shot at Indiantown in not progressing favorably towards recovery.

R. E. CHURCH.—Rev. Mr. Winfield will preach in the Reformed Episcopal Church on Tuesday evening (13th) at 8 o'clock. All welcome. Starts free.

ESCAPE.—Joseph Burgess and William McGovern, while on their way to the penitentiary from Richibucto in charge of the Sheriff and his deputy made their escape while the cars were at Rockland Station.

THE BAZAAR.—Great preparations were being made at the rink yesterday for the Bazaar which is announced to open there to-day in aid of the Methodist Church fund. It will be one of the most attractive of the season.

SOCIAL MEETING.—There was a Social Meeting of the members of St. Mary's Guild and their friends in the School Room, Chatham, on Monday evening last. The evening was pleasantly spent in conversation, with music, games, &c.

NOT BEANS.—The posters for the sale of 20th inst. at Mr. Ellis' farm, Moorfields, as issued, announce fifty bushels of beans among the items enumerated instead of fifty bushels of turnips. Mr. Ellis did not raise quite so many beans as that.

THE "SOFA".—The barque Sofala, 820 tons, owned by Messrs. R. A. & J. Stewart, reported abandoned because she was on fire, while bound from Sharpness to this port, is now reported as not having been on fire, but so badly leaking as to render her abandonment necessary.

SERIOUS ACCIDENT.—By an accident at Cranston Station last week, caused, no doubt, by a defective rail, in which several cars were thrown from the track, Mrs. Tucker and child of Cumberland County were considerably injured, but not so badly as was at first reported. The damage to cars was considerable.

RIGHT OF WAY.—A jury consisting of Messrs. John Johnston, Chas. Reinborough, Wm. C. South, Charles Gunn, Alex. Robinson and Geo. P. Searle, together with the Sheriff and Justices Blair and Fraser have gone on the route of the Northern & Western Railway, to assess the damages for right of way from Blackville to Beistown.

THE PERTINACIOUS.—The yacht Paritan was contracted for by a subscriber of South Boston, who sublet the contract to John Gardner. Jenkins belongs to St. John, New Brunswick, and is connected with the Jenkins family of Yarmouth. Gardner, as before stated, belongs to Yarmouth. Thus the yacht which has won such high honor is the work of Business at all—Yarmouth Times.

CHRISTIAN COURTESY.—The Rev. Neil McKay left Summerside on Friday morning last to enter upon his ministerial duties at Chatham. His family will not leave yet for a few days. The Rev. Father Doyle, in the spirit of true Christian charity, has expressed his willingness to give Mr. McKay's late congregation a sermon now and then until supplied with a pastor.—Chatham Patriot.

A COLLISION OCCURRED between two working trains on the Indiantown branch last Friday, about a mile below the Extract Factory, by which the pilots were knocked off the two engines, the tender of one engine fractured a little, a headlight nearly demolished and a flat car broken squarely in two. The mishap occurred through a driver, who has an excellent record for attention to duty, entirely forgetting the very latest order he had received.

DEANERY MEETING AND SERVICES.—A number of the clergy of the Rural Deanery of Chatham met in Chatham during the last three days. A special service was held in St. Paul's Parish Church on Tuesday evening, when the congregation was addressed by the Rev. A. F. Hill, B. D., Rector of Derby. Last evening the Deanery Service was held in St. Mary's Chapel. The sermon was delivered by the Rev. W. J. Wilkinson, A. M., Rector Baie des Vents.

HAND BLOWN OFF.—General sympathy prevails throughout the community for Mr. Charles Johnston, engineer of the steamer St. George, who had his left hand blown off on Thursday morning last by the bursting of his gun on Portage Island. He was quite a distance away from the St. George, on the beach, when the accident occurred, but, with great nerve and presence of mind, he gripped the shattered wrist with his right hand and held it all the way to the steamer, preventing loss of blood. Being brought quickly to town amputation was performed by Drs. J. S. and J. B. Benson and Mr. Johnston is now doing quite well.

THAT "WONDERFUL LAKE".—Mr. Lowe, of the geological museum, has returned from Lake Mistassini. He says the lake is 125 miles long by 20 wide. The river of St. Rupert, which connects the lake with James Bay, is a rapid stream, with a volume of water as great as that of the Ottawa. The country is flat, timbered with small spruce, and not at all adapted to grain growing on account of frost. Since March last frost has visited that section every month but one. The mineral wealth of the region is confined to iron, but whether in paying quantities or not is only a matter of speculation.

A BRAVE LAD.—Among the passengers on the Quebec express, yesterday morning, at the time of the accident, was a lad of 18 or 19 years. When the cars went off the track and the flames were shooting up from the uptaken stove in the first-class car, he did not make for the door like other men in the car, but, regardless of the smoke and flame, he leaped over the stove, seized the protrude form of the injured babe and passed it through the smoke to a gentleman who carried it to a place of safety. He next turned his attention to the woman, on whose stove had fallen. By an almost superhuman effort he removed the stove from the insensible woman, and then grasping her around the waist he half-dragged, half-carried her to the open air. It was the deed of a brave lad, and it is a pity that his name is not known, so that he might secure the reward he so richly merits.—St. John Globe.

SAD ACCIDENT.—Charles E. Mowatt, of the Hermitage, Bayside, Parish of St. Croix, was drowned on Monday morning last by the upsetting of his boat while he was attempting to cross the St. Croix river. He leaves a widow, a daughter, and three children of tender years. Mr. Mowatt was a son of Col. David Mowatt, Parish of St. Andrews. Great sympathy is felt in St. Andrews for the relatives, who, with the deceased, are very much esteemed.

WHEN the tide ebbed in the afternoon, Mr. Mowatt's body was found near low water mark where the accident occurred. He had been rowing across the river from his home to the United States shore. It is supposed a sea struck and swamped the boat—it was blowing hard at the time. Mr. Mowatt clung to the bottom of the boat for some time. He waved his hat and cried out; his cries were heard by his two hired men who, instead of running to a boat was to be had, ran up the road to alarm the neighborhood. Mrs. Mowatt walked along the shore up to the time the body was found, refusing to be comforted. She was in a dazed state, the fountain of her tears being dried up.

KERRY GOW.—This famous play is to be presented at the Masonic Hall, Chatham, Saturday night by Mr. J. S. Murphy's dramatic company, that famous delinquent of Irish character appearing as Dan O'Hara. Among a number of notices of his impersonation of this character elsewhere we find the following:

Fred. Marsden's drama, "The Kerry Gow," was presented at the Academy of Music last evening to a large and demonstrative audience. Mr. J. S. Murphy, as Dan O'Hara, a fine old J. S. Murphy, a faithful delineator of Irish wit, Irish manliness and Irish patriotism. The play was splendidly mounted; the blacksmith scene especially being true to life. Mr. Murphy is an accomplished blacksmith and horsehoof, as was evidenced by his skill in providing footwear for Valentine Hay's horse on the stage.—Cleveland Plain Dealer.

The most successful engagement last week in Detroit was that of J. S. Murphy. He gave two performances of "The Kerry Gow," and notwithstanding the extremely unfavorable weather of Saturday, his business was enormous. No better proof of Mr. Murphy's enormous drawing power could be asked, for to have induced the public to go to a theatre on Saturday afternoon or evening argues a power of attraction altogether unusual. By his latest engagement Mr. Murphy has shown himself one of the finest delineators of Irish character the American stage has known, and it also explains his almost uninterrupted brilliant success during a period of more than ten years.—Detroit Free Press.

Probably there is no better Irish comedy on the American stage—than the possible exception of "The Kerry Gow,"—than Fred Marsden's "Kerry Gow," and probably no better Irish comedian than Mr. J. S. Murphy, with the single exception of Mr. Donohue of Boston. Big hearted, frank, blundering Dan O'Hara—how every true lover's heart goes out to him in his courtship of Nora, and his desperation in the end of expressing his wishes to her father! The making of the horseshoe in the third act and the home-coming of the carrier pigeons in the fourth are beautiful natural and charming scenes. Mr. Murphy was met by a good-sized audience at Havlin's last evening, and of course received his customary ovation and applause. Singing, as usual, elicited the warm approval and recalls.—Carroll's News Journal.

Mr. Carroll, agent of the company, says that Mr. Murphy will actually slice a horse on the stage during the progress of the play, which will be up to the boards with full scenery and adjuncts.

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It was then ordered that Mr. Palmer keep the same for the Institute. It was resolved that the next meeting be held in Chatham at such a time as the Committee should deem best.

It was ordered that the thanks of the Institute be tendered the School Trustees of Newcastle for the use of the School building, after which the Institute adjourned sine die.

Mr. Col. Morris at Battledford. (Murray's History of King's Rebellion.) Up to the day before Colonel Otter's arrival Colonel Morris was in command, with a detachment of twenty-five police. His situation had been unquestionably a difficult one. His first duty, of course, was to see that the fort and the people within it were protected from the enemy; his second to protect as far as possible the property of citizens and settlers in the neighborhood. He had succeeded in preserving the fort as well as the property of citizens in the new town, and in order to do this he had to exercise constant vigilance. The property of settlers in the outlying district of course easily fell a prey to the Indians who had sacked all the houses, and burned most of them; twenty-five miles around—that is throughout the whole settlement. But Colonel Morris was very seriously blamed by many of the people for not making a more determined effort to protect the vast stores of the merchants and Hudson Bay Company in the old town. Every day up to the time of Colonel Otter's arrival the Indians could be plainly seen from the fort, about a mile distant, plundering the stores and carrying off the goods and provisions with the horses and vehicles they had appropriated from the settlers; it must, indeed, have been a galling sight. About one hundred and fifty of the men in the fort repeatedly requested Colonel Morris to be allowed to go out and attempt to drive the enemy off and secure the provisions. This request he refused persistently, and the plundering went on unchecked, except on two occasions when

the gun was brought out about half way to the river, and a number of shells thrown at the enemy. Four of them were killed and the rest dispersed into the woods. On the second day a dozen men of the Home Guards crossed the river when the Indians fled, and captured a horse and buckboard, the latter loaded with loaded goods. It appears the horse was bulky and would not move off with the Indians. In connection with Colonel Morris' refusal to allow a rescue party to leave the fort, it must be kept in view that the commanding officer had about as great a dread of the enemy within the fort as that without. Many of them were half-breeds and their loyalty, to say the least of it, questionable. Had they been allowed to get out, he did not know what their freedom might have developed. His position, if disaster had followed a compliance with the men's request, would have been a most unenviable one. Another reason for his refusal was that the ice in the river was in such a condition that it might be expected to break up at any moment, and if this had occurred while the men were on the opposite shore, their return would have been next to impossible, and the fort would practically have been left at the mercy of the enemy.

Mr. Hutchison thought there was a tendency to make the analysis detailed. The principal object was to determine the thing spoken about, and what was said about it.