

The News.

SALISBURY, CONN.
Friday Morning, Aug. 25, 1871.

The Connecticut Western railroad passes directly through the side of the Baptist church in Taftville, which will be used as a depot by the company.

Cholera.
That terrible scourge, the cholera, is spreading rapidly in a westward direction over Europe, and has already appeared with most fatal effects in some portions of Germany. The authorities of the various European nations are making great efforts to prevent its appearance or spread. It is almost certain that it will continue its course, as in previous years, across the Atlantic, and our own officials should not be taken unawares. The seeds of the disease hide themselves in sink-holes, and all manner of foul places.

Sporting men will regret to hear of the death of Adams Carpenter, the well known driver and trainer of horses. It is said that no driver in New England was so well known as he, and he has probably driven over every track in the United States. Tom Carpenter, "An's" adopted son, and like him a famous jockey, was engaged to drive the celebrated horse "Purty" which dropped dead in Buffalo, about the time the news of the death of his father reached him. Mr. Carpenter was about 70 years of age.

Telegraphic.
At the banquet which Cyrus W. Field gave at Richmond, England, a fortnight since, in honor of the fifth anniversary of laying the Atlantic cable, very interesting facts concerning the telegraph circuit of the world were announced. It seems that during this month Shanghai in China, will be connected with the new Russian naval station on the Pacific, and also with Japan. November will see the completion of a cable between Singapore and Australia. As soon as California and Japan are united, instantaneous communication between the five continents will be accomplished. Mr. Field will doubtless live to see even greater triumphs than this. And to him, too, may justly be ascribed more honor than for the enterprises already completed. At the end of the present year the "Telegraph Construction Company" will have laid down 19,500 miles of cable, involving a capital of \$32,000,000.

Watch Hill.
In these days of fans and ice water, with the mercury ranging from 75 to 95, many are the inquiries for a spot to which the weary can flee and for a time lay aside the cares and anxieties of business, seeking health for the body and repose for the mind. If such a spot can be found, or one furnishing in addition to these, pleasant and reasonable amusements and recreations, what wonder that people should flock thither from all parts of the land. Such a place I think is that which the "Hartford Daily Courant" says:—"One of the most delightful watering-places on the coast is Watch Hill, opposite Stonington, Conn." and the "Hartford Daily Times" says:—"Watch Hill combines more advantages on the whole, than any other place of resort along the coast. Watch Hill seems to have but few acquaintances in this vicinity, but it is rapidly growing in popularity with the people, and is now visited by people from almost every part of the Union.

Leaving Salisbury, we took the Hoosatonie cars at Falls Village, changed at Bridgeport, went through to Stonington on the Shore Line, from which we have a fine view of the sound in many places. At Stonington we bade a willing farewell to the R. R. and a few steps from the station took the steamer for the six mile trip across the bay, and a delightful trip it was; very agreeable after the "rush and the roar and the rattle" of the railway train. As we near the point we behold a settlement such as is rarely seen. A village of hotels! In addition to these are a few private boarding houses, and two or three private cottages. These with one or two confectionary shops; two Ten-pin alleys; a fine Billiard room; the long rows of bathing-houses; a few fishermen's huts and a lively straggling village, comprise the settlement of Watch Hill. Only one thing is lacking to make the place beautiful: There are no trees. The severe winters it is said render it impossible for a young tree to get a start in life. Efforts are being made, however, to raise them in the more protected spots, and if successful they will add very much to the beauty as well as the enjoyment of the place. Our pleasant trip of seven, arrived at the "Plimpton," just in time to behold a most gorgeous sunset, and a little later, as the full moon went down, throwing her bright rays across the water, it seemed a very pathway of gold, over which one might sail straight to the harbor of the Celestial city.

Watch Hill is a very orderly place; no intoxicating liquors are allowed to be sold there, and I blush for my native town when I say that, in all the time we were away from home we saw fewer intoxicated men than are frequently seen here in one day. Now for the amusements. Croquet, Billiards and Ten-pin, are the popular games for the exercise of skill and muscle. Will you row? Small boats almost without number are lying at the wharves. If you prefer sailing, we will engage Capt. Crandall with his elegant new boat, or Capt. Ely with his fine sloop yacht, capable of carrying about forty persons. If you have a taste for fishing, will go down on the beach and engage a fisherman with his aug little boat to take us "outside" where the water is rough, and Black fish and Blue fish abound. Now for sport! We will draw the lines while our jolly fisherman rows to and fro over the turbulent waters. One instant we rest on the very crest of a wave, the next we lose all sight of land as we glide down into the trough of the sea; but the wave carries us up again. Such is life! But what sea do you in the depths of the water, and why that deathly paleness? Oh, he has the "oh my" in dread reality. Catch him by the feet, skipper, or verily he'll have himself overboard. Sea-sickness! Oh! Where is the sublimity then? Description is tame. In my own experience I thought in the words of Shesha fair Queen: "The half had not been told me." For the truly grand and elevating enjoyment of the sea, let us go out on the beach just at sunset, and watch the surf as it comes in with its ceaseless roar, and break, and roar. The bathing at Watch Hill is said to surpass either Newport or Long beach. The hotels are all well kept. It would be hard to find another seven, watering-place hotels, as good, and to those who wish an enjoyable place to spend the best season we heartily recommend Watch Hill.

PINE GROVE CAMP MEETING.

As announced in the News last week, the annual camp meeting of the Rhinebeck District, New York Conference, was commenced last Monday in the grove north of Falls Village. As is usual with them, nearly all of Monday was occupied in erecting the tents, and getting all things in readiness for the weekly sojourn there. "A thousand and one" things, so necessary for the comforts of home, had to be fixed up and arranged; but willing and nimble fingers rapidly accomplished the task, and at evening all was in readiness for the first meeting, which was a very interesting one although comparatively few were present. Threatening clouds Tuesday morning undoubtedly prevented as large an assemblage on the grounds that day, as there probably otherwise would have been, yet there was a goodly number of the "good and true," and the day passed profitably by. A pleasant morning Wednesday brought great numbers to the grove. A Reverend gentleman who is thoroughly conversant with the facts in the case, told us he thought there were as many there that day, as is usually in attendance on Thursday, which is considered the day in the week which has the greatest crowd. We took the liberty of stealing a few hours from our business on that day, and made them a professional visit. A circle of 29 or 30 tents and wooden buildings inclosed the space occupied by the seats, and every one of those temporary habitations were as cozy and inviting as ingenuity and taste could make them. The house built by the Rev. Mr. V. Y. Allen, of Falls Village, was built like those gentlemen well put together, and of most excellent timber; perhaps rather rough on the outside and homely, yet very useful. Throughout the day, the best order was preserved, and the sermons were listened to with marked attention. We did not arrive in time to hear much of the sermon in the forenoon, but that in the afternoon by the Rev. Mr. Ridgeway of New York was most excellent. He is a good reasoner and carries force with his arguments. The rain Wednesday night found them not unprepared for it. Their lamps were trimmed and burning. Thursday morning cleared away and people early began to flock to the grounds from all quarters. As we go to press, our reporter hasn't brought in an account of that day's proceedings. The pleasant sight which we saw on Wednesday, was the half dozen dominies who set in a circle, behind one of the tents enjoying their after dinner smoke. Meerschaums and Havanas were not lacking, and a general sense of jollity and right down comfort seemed to pervade the atmosphere about them. They not only know how to preach but how to play.

Arrival of a French Deputation at Dublin.
GREAT EXCITEMENT AMONG THE PEOPLE.
LONDON, Aug. 16.—The deputation of French citizens appointed to visit Ireland and to thank the people of that country for aid given for the relief of the wounded French soldiers during the war with Prussia has arrived. The people of Dublin are wild with excitement and the roads leading to the stopping place of the Frenchmen became impassable because of the crowds. Wednesday night a city band of performers dressed in green marched to the hotel where the Frenchmen are stopping and played American, Irish and French national airs; also Fenian tunes. There was no interference by the police. The deputation reached Shelburne Hotel at 8 o'clock, and in response to the calls of the people came out on the balcony. Martin, member of parliament, made an address to the crowd. A son of Marshal McMahon also arrived with the deputation and was vociferously cheered by the thousands of people assembled. His reception is worthy of notice. Many houses were illuminated to-night and the enthusiasm of the people continues exceedingly great.

FATAL ACCIDENT IN WATERBURY.—On Saturday night James Cameron of Waterbury fell from the top of the Verandah of Mr. Frost's residence in Waterbury to the ground, receiving a scalp wound on the back of the head, and a fracture at the base of the skull. He was attended by Dr. North, but the injuries were of a fatal character and he died about 2 o'clock Sunday afternoon. The deceased was a Scotchman, a tinner by trade. He was out with a friend on Saturday night, and returned about midnight in an inebriated condition. He was taken to his room and sometime afterward went out of the window on to the verandah. Mr. Frost hearing a noise went out on the piazza below, and had just spoken to the person above, when he tumbled over, striking heavily on the ground. Mr. Cameron was a young man of much intelligence, a good workman, and usually steady and reliable, but was in the habit occasionally of using liquor to excess. He has no relatives in this state, but is said to have a brother and sister in Wisconsin. On his tombstone, as on those of so many thousands others, might be inscribed "Rum killed him."—Hartford Post.

The Atlantic Cable.
The steamer Robert Lowe is engaged in under-running and repairing the French cable between the island of St. Pierre and Duxbury, Mass.
The fact has developed that the loss of both the English cables last year, and the consequent expense and inconvenience, resulted from a stupendous failure. When the cable of 1866 gave out, the fault was located by the usual tests, in mid-ocean, and a repair-steamers was despatched to take up and re-lay the cable. In grappling for these the cable of 1865 was picked up and accidentally severed, and effort to find the break in that of 1866 was fruitless. This left the public dependent entirely upon the French cable until last Spring, when it was discovered that the fault in the cable of 1866 instead of being in mid-ocean, was in close proximity to the Newfoundland coast, where it might have been repaired in a few hours, except for the original mistake, which resulted in the rupture of one cable by efforts to find the break in the other where it did not exist. The facts have an important bearing in promoting the laying of new and competing cables, confirming as they do the theory that ocean cables once properly laid in deep water, are little liable to be severed.

It sometimes goes missing along the street to see how few people there are who faces look as though any joy had come down and sung in their souls. I can see the lines of thought and of care and of fear—money lines, shrewd, grasping lines—but how few happy lines. The rarest feeling that ever lights the human face is the contentment of a loving soul. Sit for an hour on the steps of the exchange in Wall street and you will behold a drama which is better than a thousand theaters, for all the actors are real.—Becher.

AMES IRON WORKS.

There probably is not a village in Western Connecticut that is as largely represented throughout the United States as this quiet little Falls Village; nor is there an establishment in New England that has sent out a greater number of finished iron workers than the "Ames Iron works." Go in whatever direction you will, you are sure to meet with a graduate of this establishment, for they are to be found in nearly every iron works in the country. They are having amassed a small fortune, have settled on the rich farming lands of the far west. Others have been led to seek their fortunes in the gold mines of California, and even in Australia can be found the works of Salisbury Iron. Wherever the News finds one of these wanderers, he will read with interest whatever relates to this, his old home. The days of his apprenticeship can never be forgotten, some having served nearly a quarter of a century. Now while the closing up of this far famed establishment is fast in the minds of your readers, it may be of interest to them to know the origin and history of gun making here.

For several years previous to 1861, this establishment was devoted to the manufacture of locomotive tires, cranks, car-axles and steam boat shafting; working two sets of hands, day and night, and giving employment to 250 or 300 men, making pretty lively times, as the company were disbursing nearly \$5000 monthly, and as our merchants can give ample testimony. The decline of business here began about 1861, and is believed to have been caused by English iron at reduced prices. For four years the company struggled manfully to compete with it, but English low priced labor proved too much for them. Running the works only a part of the time, the men had sought labor in other fields until there was scarcely a working gang left. During the winter of spring of 1861, about the time of the breaking out of the Rebellion, Mr. Patrick Danvers, a mechanic from New York, came here with the plan of a wrought iron gun, he having made and tested one on this plan, which proved a great strength and endurance. Mr. Ames caught the idea, and immediately set about making preparations for the manufacture of a 30 pounder. In the mean time, Mr. Danvers applied, and obtained patents, not for a gun made up of rings as many suppose, for that had been granted to Professor Trevellick of Cambridge University some years before, but on the manner of putting together such rings, which was by a horizontal hammer or steam ram; Trevellick's guns having been welded by hydraulic pressure. The first gun, a 30 pounder, was begun in the summer of 1861, and finished, then, the Ames and Danvers, for they were working conjointly, had so far matured their plans for another and larger gun, and being somewhat encouraged by the government, gave it up and commenced on the first order for six 30 pounders.

The army and navy officers looked upon the enterprise with distrust, as they invariably do upon every thing not originating within themselves, nevertheless Mr. Ames, with that tenacity of purpose for which he was noted, laboring under great disadvantages, fighting and overcoming all obstacles, performed the herculean task of making and perfecting ready to be transported to the seat of war, five wrought iron guns in 1862, in a little less than a year from the commencement. At this time, having become somewhat embarrassed in his financial affairs, the property, including the guns, passed into the hands of the receivers. Subsequently the guns were taken to Washington and partly tested but afterwards lost among the debris of war. From these he received but little benefit. From that time till the fall of 1863, the guns were idle. Mr. Ames remained in Washington earnestly pleading his cause, until the fall of 1863, when he succeeded in obtaining the signature of President Lincoln to a order for fifteen 30 pounders. Once more business revived and the ring of the anvil and steam whistle was heard through the village. The first gun of this lot was finished in the summer of 1864, taken to Bridgeport and subjected to the severest test of firing over 700 times, with from 20 to 30 pounds of powder, and pronounced by the naval and military board, a success. The manufacture of the rest, the order was filled, accepted, and paid for, except the two that burst during proof, and was followed by the order for the eleven 30 pounders that have lately been proved. In the summer of 1865, Mr. Ames, having taken out patents in his own name in England and France, visited those countries and also Prussia, with a view of selling his guns or the right to manufacture, but owing to the low price of labor in those countries, enabling them to make them much cheaper than he could here, he accomplished but little aside from gaining some information relating to the manufacture of guns. Mr. Ames labored incessantly to establish this system of making heavy ordnance, but the government gave him but little encouragement, although they had the benefit of all the experiments, and just what was needed, and I am firm in the belief that the day will come, when this country's battles will be won, by the aid of the "Ames wrought iron gun."

Mr. Ames returned from Washington in 1865, and he has been in the city since, but in spirit, still sanguine of success, yet to the hour of his death, which occurred the 28th of Jan. 1871, in his 65th year. With his death also passed out of existence the "Ames Iron works."

[We have received from another correspondent, a most interesting description of the peculiar process of manufacturing these guns, also the steel lined guns, which are now finished and remain in the "works," ready for the government test of 1900 charges, soon to be given to one of them in Falls Village. We expect to have space for this communication in a week or two. Ed. News.]

Daring Burglary and Robbery in Great Barrington.
At about 2 o'clock last Saturday morning, the jewelry store of M. E. Tobey in Barrington, was entered by burglars, the safe was open with gun powder, and robbed. Nearly 90 gold and silver watches, jewelry, silver ware and \$1000 in specie and greenbacks, together with notes and other valuable papers were secured by them. The total loss is estimated at about \$8000. A reward of \$1000, is offered, for the arrest and conviction of the thieves, \$500, by Mr. Tobey, and \$500, by the town of Barrington. No clue as yet has been obtained as to the whereabouts of the robbers.

John Keefe.—We understand that John Keefe, whom we last week stated was arrested in New York for the murder of McNamara, is in town, having been discharged by the court before which he was examined, as nothing positive could be proved against him.

Home News.

"We shall feel greatly obliged to any of our friends in the county, or elsewhere, who will send us particulars of any occurrence of interest which may come under their notice."

New Advertisements.
Town Meeting, Salisbury, Conn., Sept. 1st, 1871.
Selectmen, Samuel Reed, and Baldwin Reed, Secs.

—Extra copies of the CONN. WESTERN News can be found at the Post office in this village; Grant & Sweet's, Lakeville, and at F. C. French's Lime Rock.

City Boarders.—Mr. Martin Harris has about forty city boarders, and expects several more this week.

Second Advertisements.—There is a report that the Second Advertisers will hold a Camp meeting in the school house grove in this village, in the early part of September.

Town Meeting.—It is earnestly desired that there will be a full attendance at the adjourned Town meeting, to be held to-morrow (Saturday) in the Town room in this village. Read the warrant in our advertising columns.

Blindfold Steamer.—Harry Sedgwick of Cornwall Hollow has sent us a pamphlet with cuts representing the New Elmwood Steamer. There seems to be one trouble with the sale of it. He doesn't advertise it in the News.

Brook Pit Ore Bed.—"P. W. Miner's" historical account of the Brook Pit ore mine, is received, but on account of the crowded condition of our columns, are obliged to omit its publication for a week or two.

To Europe.—Gov. A. H. Holley and wife of Lakeville, contemplate taking a trip to Europe; to start the first of October, and be absent a year. Don't know whether the Governor can be spared so long.

Who are they?—A stranger in town last Friday says he found here, "people who are almost as ignorant of the geography of Eastern Connecticut, as if they were living under the shadows of the Catskills." Wont some accommodating map peddler make himself visible here.

Seitch.—"The Conn. Western," are building a switch to run into the gravel bank recently purchased of Mr. E. J. Hicks in this village. A new Construction train is expected immediately to commence taking gravel from the bank, and ballasting the road in this region.

Later.—"The locomotive 'Falls Village' belonging to the Hoosatonie railroad company arrived in our village Thursday morning, and is ballasting the road. The building which has this week been raised, is 131 feet long by 30 feet wide, and is to be two stories high. The upper story will be finished for the accommodation of a family. The building will be first class in every respect, and will meet the want, so long felt by the inhabitants of that village, for a depot adapted to the business of the place. Under the management of Superintendent Franklin, the road in its every department is rapidly assuming a position in the first rank, among the railroads of the country. Never before has the history of the road, been so rapid, and so successful. The Board of directors adjourned to meet on Tuesday Aug. 29th at 3 o'clock P. M. at the Institution.

Hoosatonie Railroad.—Another evidence of the prosperity of the Hoosatonie Railroad Company, is the new depot they are building at the Ashley Falls station. The building, which has this week been raised, is 131 feet long by 30 feet wide, and is to be two stories high. The upper story will be finished for the accommodation of a family. The building will be first class in every respect, and will meet the want, so long felt by the inhabitants of that village, for a depot adapted to the business of the place. Under the management of Superintendent Franklin, the road in its every department is rapidly assuming a position in the first rank, among the railroads of the country. Never before has the history of the road, been so rapid, and so successful. The Board of directors adjourned to meet on Tuesday Aug. 29th at 3 o'clock P. M. at the Institution.

Picnic Party.—One of the pleasantest picnic parties of the season, was held last week Thursday in the grove near the Twin lakes, and in which is the celebrated Salisbury Caves. Mrs. Frank Curtis, who resides in the west part of Sheffield, and who is always wide awake for all such occasions, has the honor of being the originator of the party, and to her, much praise is due for the excellent arrangement of every feature of the occasion. Early in the forenoon, the procession of 40 teams, which was formed by the people who live along the Undermountain road, arrived in Chapinville, and proceeded thence to the grove near the Twin lakes. Spreading a large table on the platform erected near the cave house, and loading it with delicacies, in season and out of season, they partook of a most sumptuous repast, after which the tables being removed, music was provided, and old and young, big and little, fair and dark, with smiling sweet sixteen, blended harmoniously in the dance. With a sail on those charming lakes, drinking in the quiet and beautiful scenery, closed one of those day's the calendar of their existence, which will tend to lighten their burdens in the downward course of their lives. Oh, if we were only a resident of that section, and could be invited to attend some of those parties. As they work, they play; entering into it with a hearty good will, and with a determination that all shall be well done.

Catholic Picnic.—Editor News: On Tuesday the 15th inst., the Catholics of Lakeville and some from adjacent towns, held a picnic in Gov. Holley's grove. The object of it was to raise funds for the Catholic church in Lakeville. At dawn, many a votary of the "light fantastic toe" rose to cast a glance at the prospects of the coming day, and to their untimely chagrin, found that old father Sol had made but little headway in enlightening this part of the world. They were disappointed, and a larger attendance, but no doubt the lowering morning occasioned many to stay away who otherwise would have come. Every thing went on agreeably, and though the pleasure seekers belong to a traditionally impulsive race, a stranger might have observed but little difference between their holiday enjoyment, and that of our more staid American friends. Up to 8 P. M. it was thus; but what change the liquor sellers may have made in the finale, I cannot tell. The music of the string and the Lakeville bands was all that was desired, and I remember when in one or two instances of the real sports, not all of our party were ruffling their feathers for a fight, what a soothing influence the notes of the "Red White and Blue" and "Patrick's day" had on the irate ones of the assembly. Allow me in concluding this communication, to express my thanks to Gov. Holley for his kindness in allowing us the use of his grove, and in the name of the people who enjoyed the picturesque scenery, to express the wish that such kindness will be mutual between all parties of what nature soever. The gross receipts of the picnic were \$437. I was astonished at the manly liberality of a young man, not of us, though well come, who thought it his right to waive a brawl that every one wished to avoid. In the kindest spirit, let me say that such young men will learn something that it is dangerous to interrupt the enjoyment of a party who are determined to have a day of fun, jollification and money making.

Dr. Hall.—Who is now stopping at the Pleasant House in Millerton, and who we understand was the original owner and manager in the establishment of the Ocean works in that village, but some time since, sold his interest in the same and removed to New York, has returned and bought again in the same establishment, and resumed his old position as manager. We learn that the works during his absence, have not proved a successful enterprise, but as they were a paying institution during his previous administration, it is thought that with the "old hand at the wheel" again, the concern will be steered back into the old track.

John Keefe.—We understand that John Keefe, whom we last week stated was arrested in New York for the murder of McNamara, is in town, having been discharged by the court before which he was examined, as nothing positive could be proved against him.

Smashed up.—A small car used for carrying tons on the Conn. Western, was left with one end off the track in a cut on the curve of the road back of Mr. Horace Barnum's residence in Wettag last Tuesday night, when the Construction train came from Canaan the next morning, it struck the car and completely demolished it. The "cow-catcher" of the locomotive was pretty badly broken, also a rod communicating with one of the steam cylinders. Engineer Cogswell had not the shadow of an opportunity to see the car until so near to it, that to stop or even to slacken the speed of the train was beyond his power. It is evident that somebody was slightly careless in leaving a car standing on the track in that manner.

Accident.—A son of Mr. Silas Knickerbocker, formerly of this town, while passing with a wagon and span of horses over the crossing near Mr. Geo. Blodgett's in Ashley Falls last Monday morning, narrowly escaped a horrible death. The horses had crossed the track, but the wagon was struck by the morning Passenger train from Pittsfield and knocked into splinters. The boy was thrown a long distance from the track but incredible as it may seem, was not seriously injured but that he jumped up and ran after the horses which were scampering through the fields beyond. The crossing is in a deep cut nearly a half mile long, which prevented the engineer from seeing the team till he struck it. Unless the boy was deaf, he could not possibly have avoided hearing the train coming.

Dr. Knight's Institute.—The Eleventh annual meeting of the Corporators and Directors of the "Connecticut school for Imbeciles," was held at the Institution in Lakeville, on Thursday Aug. 17th. The usual reports were read and accepted. The following gentlemen were elected directors for the ensuing year: S. S. Robinson, Wm. B. Burall; C. B. Merriman; H. M. Welch; G. M. Bartholomew; Jos. E. Sheffield; H. M. Knight; James B. Hosmer; James E. English; Wm. A. Buckingham; Geo. B. Burall; Marshall Jewell. At the meeting of the directors, George Coffing was elected president. A. H. Holley; W. H. Barnum; and Thomas Smith; vice presidents. A. H. Holley; W. H. Barnum; S. S. Robinson; W. P. Burall; and Geo. B. Burall; executive committee. Geo. B. Burall, treasurer; Wm. H. Walton Jr., auditor; H. M. Knight, secretary, and superintendent. The Board of directors adjourned to meet on Tuesday Aug. 29th at 3 o'clock P. M. at the Institution.

Executive Committee.
W. E. BARRETT, WATSON, W. H. SIMONSON, W. WINSTED, C. SEARS, SHARON, H. L. ROOP, TORRINGFORD, G. LANGDON, PLYMOUTH, W. H. SIMONSON, W. WINSTED, A. FULLER, KENT, W. E. BARRETT, WATSON.

Committee of State S. S. Union.
W. E. BARRETT, WATSON, W. H. SIMONSON, W. WINSTED, C. SEARS, SHARON, H. L. ROOP, TORRINGFORD, G. LANGDON, PLYMOUTH, W. H. SIMONSON, W. WINSTED, A. FULLER, KENT, W. E. BARRETT, WATSON.

Mr. A. S. Hotchkiss.—The genial and talented Editor of the Hartford Courant, who has been during the past two or three weeks, perambulating in a carriage through various sections of the New England States, and New York state, dropped in upon us last Friday, as he was passing through our village, "on the home stretch." If this gentleman is a fair specimen of Connecticut editors, who have so cordially admitted us into their ranks, we most surely have reason to feel proud of the fraternity. Last Monday in the Daily Courant, (which by the way is not only the longest established newspaper in the country, but is the largest in size and circulation of any paper in New England, outside of Boston,) he gives number four of a series of letters to that journal, descriptive of his trip, and as a portion of it is of local interest to our readers, we take the liberty to copy it.

The return trip from the Hudson was to Hillsdale, and from there across the State to Salisbury, Canaan, Norfolk, Wolcottville, and Unionville. It was never my delightful privilege to cross these mountains before. There are so many of them and so many roads in them, that it would not be a very difficult matter for a traveler to roam about for a week or two and enjoy himself in trying to get on one side or the other. But they are marvellously beautiful mountains—Washington and Everett especially—and I wonder that pleasure-seekers do not in more numerous parties visit them and the beautiful lakes that lie hidden in their deep recesses. But now that the Connecticut Western road is to make them easily accessible, the time is not far distant probably when they will become popular resorts. Surely there are few localities in New England where the attractions are so many—where the air is so bracing and the scenery finer. Aside from the considerations suggested by the building of the railroad, in its influence upon travel to the mountains and hills of Litchfield, I was greatly impressed with the demand for the road as a means of making the population of the eastern and extreme western part of the state more homogeneous. I found people in Salisbury Center who are almost as ignorant of the geography of Eastern Connecticut as if they were living under the shadows of the Catskills. It was difficult to realize that we were over the New York line. But Salisbury is gradually drawing nearer to Hartford, and in addition to that, a weekly paper—the News—has been started there, the first paper printed in that section, and it gives evidence of energy and long life. Significantly, the printing press reached the town on the same day that the first train of cars arrived. The editor is Mr. J. L. Pesse, who has correct ideas of newspaper work in the country; he believes in local news, and in good and bad reports of correspondents. He ought to succeed, and if a handsome paper, well edited, will give success, he will surely secure it.

Millerton.
The Presbyterian Sabbath school of this village held a picnic in the grove of F. W. Dakin, Wednesday 16 inst. Miss Carrie Knickerbocker contemplates erecting a new building east of George Brown's restaurant to be designed for a select school. The ground is now being prepared for its erection. The Poughkeepsie and Eastern R. R. is under good headway, the sections being all let, work is soon to commence on the state line. There is a shanty for the accommodation of the workmen being erected on the land of Mr. Campbell. A match game of base ball was contested between the Webotucks of this village and Phoenix of Sharon on the grounds of the former, which was decided in favor of Webotucks by a score of 27 to 10. As a carload of coal standing on the Dutchess and Columbia track, was being hauled to Washine factory, one of the teamsters thought to let the car run back a little to make it more convenient in getting on his load, and as he started it, being down grade and with 10 tons of coal aboard, it did not wait easily. He tried to break the car up but the break proved worthless, after which he quickly jumped off and let the car go and break itself, as it did by running to the depot, damaging a passenger car that was standing on the track and running against a horse belonging to James Winchel but not hurting him much. J. B. Jones & Co. are putting an addition on their store building for the sale of drugs and medicines, in addition to their other goods.

Phenix Mutual.—There will be a union of the various Sabbath schools in this region, at West Cornwall, next Wednesday the 21st inst. Below we copy from their circular the order of exercises, and the general remarks of the committee.

ORDER OF EXERCISES.
10 to 10:30—Prayer and Conference.
10:30 to 11:45—Sabbath School Inducements and Amusements. Introduced by Rev. J. E. Swallow, of S. Canaan, and Mr. D. L. Pierce, of N. Canaan.
11:45 to 12:30—Brief Reports from Schools.
P. M.
1:30 to 2:45—Child Religion. Dr. Eldridge, of Norfolk, and Rev. Mr. Hunt, of Sharon.
2:45 to 3:15—The Blackboard, its uses; with illustrations, Mr. J. E. Seales, Jr., of New Haven.
3:15 to 4:45—Teachers Meetings; the citadel to be made gained. Dr. Knight, of Lakeville, and Rev. A. Crosby, of Kent, 1:30 to 2—The necessity of a proper public sentiment in the church and congregation for successful S. S. work.
Rev. I. P. Powell, of N. Canaan, and Rev. E. B. Sanford, of Cornwall.
N. B.—The S. S. Convention, at N. Canaan, last year, referred the question of a S. S. Union in this District, to its officers. They, learning that a Union had been formed of the Sabbath school's in the eastern part of the District, consider that the way is open for the forming of a similar organization in the western, and in connection with the County committee of State S. S. Union, they call this meeting for that purpose, inviting to it all the schools in the towns of Canaan, N. Canaan, Norfolk, Goshen, Cornwall, Warren, Kent, Sharon and Salisbury, each to be present with its entire corps of teachers, with its Pastor and Superintendent.
We are attempting a good deal in one day, and ask for punctuality and earnest interest. Will friends of the cause give it a good long day.
Free return tickets upon the Hoosatonie R. R. will be issued at the Convention.

OFFICERS.
Dr. Eldridge, Kent, President.
G. B. BURNELL, Lakeville, Vice President.
HENRY NORTON, Goshen, Secretary.
W. E. BARRETT, WATSON, W. H. SIMONSON, W. WINSTED, C. SEARS, SHARON, H. L. ROOP, TORRINGFORD, G. LANGDON, PLYMOUTH, W. H. SIMONSON, W. WINSTED, A. FULLER, KENT, W. E. BARRETT, WATSON.

Committee of State S. S. Union.
W. E. BARRETT, WATSON, W. H. SIMONSON, W. WINSTED, C. SEARS, SHARON, H. L. ROOP, TORRINGFORD, G. LANGDON, PLYMOUTH, W. H. SIMONSON, W. WINSTED, A. FULLER, KENT, W. E. BARRETT, WATSON.

Sabbath School Union.—There will be a union of the various Sabbath schools in this region, at West Cornwall, next Wednesday the 21st inst. Below we copy from their circular the order of exercises, and the general remarks of the committee.

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Mr. A. S. Hotchkiss.—The genial and talented Editor of the Hartford Courant, who has been during the past two or three weeks, perambulating in a carriage through various sections of the New England States, and New York state, dropped in upon us last Friday, as he was passing through our village, "on the home stretch." If this gentleman is a fair specimen of Connecticut editors, who have so cordially admitted us into their ranks, we most surely have reason to feel proud of the fraternity. Last Monday in the Daily Courant, (which by the way is not only the longest established newspaper in the country, but is the largest in size and circulation of any paper in New England, outside of Boston,) he gives number four of a series of letters to that journal, descriptive of his trip, and as a portion of it is of local interest to our readers, we take the liberty to copy it.

The return trip from the Hudson was to Hillsdale, and from there across the State to Salisbury, Canaan, Norfolk, Wolcottville, and Unionville. It was never my delightful privilege to cross these mountains before. There are so many of them and so many roads in them, that it would not be a very difficult matter for a traveler to roam about for a week or two and enjoy himself in trying to get on one side or the other. But they are marvellously beautiful mountains—Washington and Everett especially—and I wonder that pleasure-seekers do not in more numerous parties visit them and the beautiful lakes that lie hidden in their deep recesses. But now that the Connecticut Western road is to make them easily accessible, the time is not far distant probably when they will become popular resorts. Surely there are few localities in New England where the attractions are so many—where the air is so bracing and the scenery finer. Aside from the considerations suggested by the building of the railroad, in its influence upon travel to the mountains and hills of Litchfield, I was greatly impressed with the demand for the road as a means of making the population of the eastern and extreme western part of the state more homogeneous. I found people in Salisbury Center who are almost as ignorant of the geography of Eastern Connecticut as if they were living under the shadows of the Catskills. It was difficult to realize that we were over the New York line. But Salisbury is gradually drawing nearer to Hartford, and in addition to that, a weekly paper—the News—has been started there, the first paper printed in that section, and it gives evidence of energy and long life. Significantly, the printing press reached the town on the same day that the first train of cars arrived. The editor is Mr. J. L. Pesse, who has correct ideas of newspaper work in the country; he believes in local news, and in good and bad reports of correspondents. He ought to succeed, and if a handsome paper, well edited, will give success, he will surely secure it.

Millerton.
The Presbyterian Sabbath school of this village held a picnic in the grove of F. W. Dakin, Wednesday 16 inst. Miss Carrie Knickerbocker contemplates erecting a new building east of George Brown's restaurant to be designed for a select school. The ground is now being prepared for its erection. The Poughkeepsie and Eastern R. R. is under good headway, the sections being all let, work is soon to commence on the state line. There is a shanty for the accommodation of the workmen being erected on the land of Mr. Campbell. A match game of base ball was contested between the Webotucks of this village and Phoenix of Sharon on the grounds of the former, which was decided in favor of Webotucks by a score of 27 to 10. As a carload of coal standing on the Dutchess and Columbia track, was being hauled to Washine factory, one of the teamsters thought to let the car run back a little to make it more convenient in getting on his load, and as he started it, being down grade and with 10 tons of coal aboard, it did not wait easily. He tried to break the car up but the break proved worthless, after which he quickly jumped off and let the car go and break itself, as it did by running to the depot, damaging a passenger car that was standing on the track and running against a horse belonging to James Winchel but not hurting him much. J. B. Jones & Co. are putting an addition on their store building for the sale of drugs and