

Eastern Connecticut Trolley Lines.

Railroad Committee Gives Hearing on Several Petitions—More Time Wanted for Norwich and Lebanon Charter.

(Special to The Bulletin.)
Hartford, March 18.—Attorney Chas. W. Comstock of Norwich was again before the railroad committee this afternoon in behalf of the Lebanon Street Railway company, which has a charter to run a trolley line north from Norwich, and the Willimantic and Stafford street railway, which has a charter to run a line between these two places. Neither of the companies has done any construction, and the wish is to have the charters extended for a couple of years in order that the better financial conditions which everybody hopes about to come may make it possible to finance the schemes.

Several gentlemen interested appeared before the committee to back up the statements made by Mr. Comstock, and there was no opposition. But it is understood that these charters, if extended, will be extended only until the first of January previous to the sitting of the next legislature, at the latest, unless there has been a certain amount of the construction work completed, so that if the companies don't build within that time the lapse of the charters will make it possible for other men who would build a road, if there were any, to get a charter just as though none had ever existed.

New London and East Lyme Extension.
While before the committee for that purpose, Mr. Comstock again took up the matter of the New London and East Lyme trolley extension, the charter amendment for which would permit the extension of this line to the Connecticut river, and a certain portion of which is objected to very strongly by the Crescent Beach people. The latter insist not only that the company shall not be allowed to build its line south of the railroad tracks at Crescent Beach, which restriction the company doesn't object to, but don't want it given the right to build to the northerly end of Columbus avenue, which the bill gives the right to do, and which is feared as an opening wedge to gain the privilege which is objected to, running a line close to the beach.

South Coventry and Tolland.
The petition of Edward E. Fuller, whose insurance office is in Norwich, but who represents the town of Tolland in the house, for the incorporation of a street railway line in South Coventry and Tolland, was also before the committee this afternoon. Mr. Fuller appeared and told the committee that what was desired—and he offered a resolution which would give the right to build a line which on the south end would connect with the Willimantic line to South Coventry and on the north end to connect with the line between Stafford Springs and Rockville.

This would not only give trolley connection between Willimantic and Rockville, which doesn't exist today, but would afford the people of the village of Tolland some means of getting out of and into town, which they have not now and can have in no other feasible way. It will be many a long year before a trolley line would be built from Rockville over the hills to Tolland, though the distance is only about seven miles. The line between Rockville and Stafford Springs, on which through cars between Hartford and Stafford Springs are run, runs through the town of Tolland for a distance of about three miles, but at the nearest point is some three miles from what is known as Tolland street and of very little value to the Tolland people, practically none at all.

The new line would be of value not alone to Tolland, but to two or three other villages in that part of the country, and would give an opportunity for the development of a number of good water privileges which exist in that vicinity, and where mills would be built and little villages would cluster about them, which would be a matter of profit not only to the trolley company, but to the towns thereabouts and the county—and the state. Among others who endorsed what Mr. Fuller had said were Senator W. L. Higgins and Representative McLaughlin of Stafford Springs.

FAVOR A CHANGE IN GENERAL LICENSE LAW.
Several Appeared Before General Committee on Excise Regarding Striking Out Five Signer Petition.

(Special to The Bulletin.)
Hartford, March 18.—Deputy Judge John H. Barnes, George W. Rouse and County Commissioner C. D. Noyes of Norwich were among those who appeared before the joint committee on excise this afternoon in favor of the change of the general license law passed on the last day of the last session, known as the "five signer law," by striking out that section of the law which requires that every license application shall be signed by five men who sign no other application and who shall be property owners and taxpayers. There are three bills affecting this point, the principal one of which was introduced by Representative Loos of New Haven.

N. B. Kendall, the head of the brewers' state organization and their chief lobbyist before the legislature, is back of the measure. The claim is that the present law causes the brewers and the saloon men a great deal of needless trouble, that there is considerable graft connected with getting signers who have signed no other application, to say nothing of the difficulty of this. The county commissioners now have the absolute right to pass on licenses according as their judgment dictates, and who the signers are or what they are plays very little part in their consideration of the matter.

On the other hand, the temperance people are of the belief that in this law they have great step toward the better conditions that they seek to bring about and are loth to part with anything they have gained.

WANT CHELSEA READY BY FIRST OF APRIL.
Officials Pleased With Progress of the Work.

The owners of the steamer Chelsea, which is undergoing repairs at the Palmer shipyard, Norwich, were in that village Tuesday and inspected the work on the boat. They stated that they were very much pleased with the condition of the boat and were hoping to have her running by April 1, though they thought it would be doubtful. Although the boiler work will be finished by that time, the machinery will not be ready, as some delay has been experienced on account of the sickness of several of the machinists.

ENGINEER HAS PLANS FOR BRIDGING THE SOUND.
Long Island People See in It a Chance to Rise in the World.

The following visionary scheme, emanating from Worcester, proposes great changes for Watch Hill, Fisher's Island and Long Island. A trip by railroad from Worcester to the coast of Rhode Island and thence by means of a viaduct and a tunnel to the eastern tip of Long Island and into New York overland is proposed for the future. The trains are not ready yet, but they may be running in five years and the route would be getting into the world on their own account without bowing their way through the big city that overshadows them. They claim that it would benefit New England as well as the island and the business of all kinds would be facilitated.

29-31
Shetucket Street

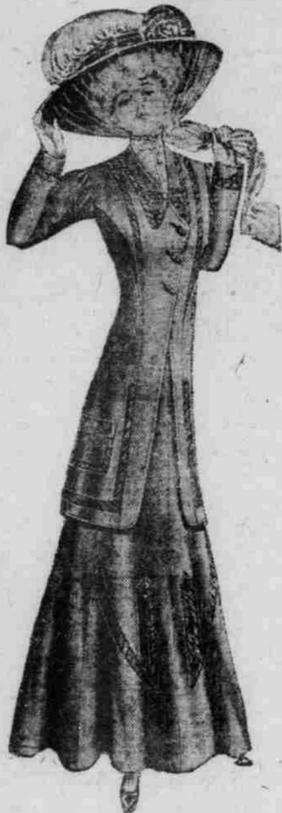


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29-31
Shetucket Street

MISSIONS IN THIS STATE.

What the Congregational Church is Doing—A Big Italian Population.

In 1899 there were 325 Congregational churches in this state, with 52,255 members. In 1908 there are 332 churches with 67,745 members. This is an encouraging gain, especially as during this time there has been the unusual alien and making for the New England the most foreign section of the United States. The different funds may be arranged in the following table:

Fund for	1899.	1908.
Tota	\$36,963.95	\$67,376.40
Trust funds	27,110.00	72,274.35
General missions fund	55,286.28	50,905.28
Everest fund	9,917.50	9,539.89
Congregational fund	36,592.25	36,709.40
Shelton fund		67,130.37
Centennial fund		33,358.90
State work funds	3,556.68	44,779.05
Total M. S. C. funds	122,192.35	519,236.92
Total funds	168,261.42	386,672.30

"Trust funds" belong to 19 different parishes, and are administered for the benefit of the same. By special charter the society is permitted to hold such ecclesiastical funds, and more and more the smaller churches are taking advantage of this most desirable arrangement.

The missionary budget in 1908 was \$11,579.35. It is now \$12,788.51. There were then 62 alien churches with 2,115 members, now 67 churches with 4,069 members as follows: One German, one French, two Danish, four Italian, 12 Swedish, with two Italian missionaries, two Armenians and one Syrian. Three Swedish churches have become self-supporting.

During this period the plan of utilizing young women as "pastor" helpers has been inaugurated, and five different ones have been employed. For six years another young woman has acted as pastor of one of the churches. The Italian work belongs to this decade, resulting from the large alien arrival, there being not less than 50,000 Italians in Connecticut, with every probability of a considerable increase in the immediate future. A recent canvass of the city of Stamford reveals an Italian population of 2,300 and in Greenwich 1,522. The city of New Haven is about one-quarter Italian. More and more these people are moving out on to the land and buying small farms.

Deputy Hubbard's Visitation.
Charles L. Hubbard of Norwich, illustrious deputy for Connecticut, made his official visit at the assembly of Hartford council, Princes of Jerusalem, Thursday evening. Dinner was served in the banquet hall at 6 o'clock and the assembly was held at 7.30. The fifteenth grade and the sixteenth grade were conferred, the former in full form.

New Dayville Company.
The certificate of incorporation of the Thistle Worsted company of Dayville has been filed with the state secretary. The capital will be \$50,000 and business will be started with \$25,000. The company will manufacture worsted goods. The incorporators are E. Holden, William B. Dunn and H. Prescott Brigham.

Afternoon Tea.
Mrs. J. C. Darby of Washington street gave an afternoon tea Thursday afternoon, a number of friends in honor of Mrs. W. T. Nott of New Haven, who is her guest during this week.

Horse Broke Leg.

Liveryman William F. Bailey, Jr., had the bad luck to lose a driving horse Thursday morning. The horse had to be shot after it had fallen and broken a leg at the top of Broadway hill. The team had just come to the top of the hill on the way down, when the horse stepped on a stone and went

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Mr. Raymond O'Neil Will Sing "As Long as the World Rolls On." Music by the Orchestra. Dinner, 75 cents.
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