

Graphite, more generally called plumbago or black lead in this region, seems to pervade Essex County pretty generally.

During the time I have passed in different parts of the county, I have seen specimens from various localities, and have been informed of its existence in many others.

There are large quantities in the town of Minerva. A valuable mine was opened in the latter part of 1869 in Willboro mountain, and some deposits have been discovered and examined at Fort Henry.

Another account is, that it was discovered by a Mr. Stewart and sons. Another still, that it was discovered by Mr. Charles Wood about 1815.

It is disclosed in seams throughout an area of several acres. It is supposed that there are injections of it in the whole ridge that extends west into the town of Schroon.

The graphite constitutes a considerable part of Lead Mountain, in the north west part of the town.

It is supposed that there are injections of it in the whole ridge that extends west into the town of Schroon. Several openings in that town have been examined and there are indications of large deposits of excellent quality.

At first this valuable metal was manufactured by the rudest of devices, men who claimed the right to do so.

A Touching Incident.

The following incident took place on a R. R. train passing through N. Y. When the train halted at a station, among the passengers from the West came a man of about thirty years of age.

He handed the baby awkwardly, yet there was a tenderness in his sad look that showed the purity of a father's love.

The poor child cried; it might be the little thing was tired; it might be it missed its mother; perhaps it was hungry; perhaps it was sick, and so it cried.

Mr. Nicodemus Harding, having uttered this caution in a low, earnest tone of voice, alighted from a Concord wagon in front of his own farm house door.

Now Betsy Jane was Mr. Nicodemus Harding's wife, a stirring, notable soul, who made more butter, cheese, and milk in the course of the season, than any other woman for miles around.

She'd be wanting a new carpet, or a new silk gown, or the house all painted over, or some such nonsense. No, the weaker vessel, it won't do to trust one to her.

Looking over The Army Register for 1870 one is struck with the fact that so few of the names on it are known to popular fame.

A religious paper asks, "Was Adam a savage?" Probably he was a little savage when he learned that Eve had been flirting with Satan.

Burial of "Old Fanny."

After her decease, Mr. De Long with true piety and tenderness of feeling, caused her to receive a respectful burial on a grassy mound near his stable, overlooking the stream that winds gracefully along at the base of his farm.

Near the close of day, on the banks of the "Fair," "Old Fanny" was buried with dutiful care. No weepers were seen, no prayers were said.

As they laid her to rest, all truly declared: "For a silent and unobtrusive life, she had lived a life of piety and prayer."

She thought as they carried her low, narrow bed, and fashioned a pillow of straw for her head, "I have lived a life of piety and prayer."

As they buried her on the face of the dead, she lay long sleep on the banks of the "Fair," Epitaph, March 28, 1871.

"Don't Tell Betsy Jane." "And, for your life, don't tell Betsy Jane!"

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From the Chicago Railway Review.

John Gregory Smith and Vermont Railways. Our remarks upon "Vermont Railway Consolidation" in the Review of the 19th inst., rather naturally suggests the query, how Vermont—considering her size, population, and wealth—a small, isolated and agricultural State, of but little commercial importance, and exporting but few surplus staples,—has acquired and wields so much power in the railway management of New England.

Her position, lying in one of the great pathways to commerce between the North-west and the Atlantic, has had much to do in endowing her with this power. But as much, or more, is due to another happy fact. The projectors, the fathers and sponsors of Vermont railway enterprises, from their very inception, and their successors in management to this hour, have always been men of great abilities and unquestioned integrity and honor.

To such men, for example, as Charles Paine, John Smith, and Lawrence Brainerd, founders—the principal ones in the State—of the Vermont Central, and Timothy Follet, the brothers John and Harry Bradley of the Rutland and Burlington R. R.'s—all now deceased—Vermont owes her railways, and to them much of her prosperity.

They assumed the labors of procuring the charters, subscriptions to stock, and took heavy responsibilities many times; and their successors were owing to their efforts, there were giants in those days! Nothing less than the high characters of those men could have prevailed over the deep seated prejudices of the old fogies in the Legislature of Vermont, in the struggle to procure charters, which were strenuously resisted.

All the manly of these railway elders have well fallen upon their successors, now managing these great corporations. The virtue of consolidation of these two railroads—the principal ones in the State—has brought them, mainly, under the general management and control of Hon. John Gregory Smith, ex-Governor of the State, and President of the Vermont Central R. R., and also of the Northern Pacific Railway.

No man could have had better schooling for his laborious and responsible position. Brod a lawyer, and for several years a partner with his honored father in a large and successful law practice, they both abandoned that profession to assume the weightier cares and labors of railway management. In this they became associated, among others, with Hon. Charles Paine, ex-Gov., etc., and Hon. L. Brainerd, whose brilliant and accomplished eldest daughter became the wife of Mr. G. Smith. Mr. Smith (senior) lived long enough to see all his railroad projects succeed, to leave his son to converse in all the details and duties of their management, and the Vermont Central became a thoroughly systemized and popular road. He died in the fall of 1868, to the poignant regret of the people of Vermont, among whom he had so long and so ably labored.

We alluded above to the struggle held in the Legislature to procure the charter of the road. Few who were not eye-witnesses can appreciate the difficulties and delicacy of the situation. A charter was granted in 1847, we believe—stating from recollection. At that time there was no road chartered or running in the State. There was strong feeling against such "gigantic monopolies," and "mammoth corporations," etc., which it was predicted, would "override all other interests," respect no private rights, and "corrupt legislation." And again, the projectors of the rival line (the Rutland & Burlington) were not only demanding their charter, but were using all means in their power to prevent the Vermont Central from being chartered. It was believed, could not be operated successfully without a bridge across Lake Champlain at Rouses Point, fraught with ruin to navigation, and with sundry disastrous consequences, such as raising the water and flooding the country, by making ice-dams, and in all sorts of ways that were not understood in any philosophy existing at that time. In addition to this resistance, came difficulties in procuring money and securing its judicious outlay. Road-building was but little understood; appliances and machinery were rude and inefficient; the country traversed was mountainous, and it seemed to many to be impracticable to build a road or maintain it profitably where built.

It was against such manifold difficulties that the Vermont Central was founded themselves contending, and that, too, as master spirits. They were often, in the infancy of the railroad, compelled to give pledges which many men, less sagacious, pronounced over-hazardous; from which many bold, less cautious of their own abilities, shrank back, and dare not follow. And these pledges to the people of Vermont, to their living man do those people owe more gratitude and honor than to John Gregory Smith.

While congratulating him on his last and crowning success, the control of the Rutland & Burlington R. R., we are safe in the prediction that if his life is spared it will not be his last triumph. Those acquainted with the relative situation of the two corporations, have long felt that they ought to be under one management. The objections which might be urged against fostering great "consolidated" monopolies, and perhaps properly enough sometimes, do not obtain in this case, for the people have had experience enough of Mr. Smith's management, to feel assured, that as long as he has the control, their interests will never suffer nor their prerogatives and privileges be encroached upon.

Father Time.

By Mrs. A. E. Stanley. Don't you go fast? Father Time! Two only a few days ago, That my eye it was bright, And my step it was light, And I thought that you've tread too slow.

But you hurried me on, Father Time! While weariness burdens I bore; The sunlight, I find, Is all that remains behind me, And the shadows are creeping before.

You have stolen my youth, Father Time! You have taken my roses away, And my soft, silken hair, Which once was so fair, You are dotting it over with gray.

I was happy and gay, Father Time, And I thought that you traveled so slow; This bright, little earth, Was all music and mirth, And my sky was all rainbows, you know.

But that "youth" in your hand, Father Time, Is all gone and all fled, I am told; By the powers above! Is there one that can love A better man than I was?

For your mission on earth, Father Time, Is to visit every thing I love; You bring back old mirth, and you make us grow old, And you take us with absolute awe.

The summit is gained, Father Time, And I'm viewing the valleys below; One side are "sweet dawns," And the other dark steeps, And that murmur with sad, tearful flow.

Now what is there left, Father Time? Ah! what! but the sweet star of hope, To illumine our way, And to draw our hearts nearer to God.

When that glorious Eternal, my child, Shall see your wandering way, And angels shall come, Then my mission is ended with you.

Agents Wanted—Male & Female.

AGENTS WANTED—(\$25 A MONTH)—by the AMERICAN KNITTING MACHINE CO., Boston, Mass., No. 10, No. 1.

WANTED—AGENTS, (\$20 per day) to sell the celebrated "Wonders of the World" (314) in all the States.

REDUCTION OF PRICES TO CONFORM TO REDUCTION OF DUTIES. GREAT SAVING TO CONSUMERS.

COUGH! COUGH! COUGH! Will you cough when you can be so easily relieved by Dr. Wells' Carbolic Tablets?

Some years ago, a Quaker Knight of the shears and thimble, who exercised his avocation in Canterbury, was imposed upon by an adroit scoundrel, who contrived to get a suit of clothes on credit, and afterwards disappeared without paying for them.

The Quaker was too poor to lose the debt; but like too many others of his cloth, he had apparently no other alternative. The account was placed upon his books, and soon forgotten. About five years afterwards he was examining his old records of debt and credit, profit and loss, when his attention was attracted to this account, and all the circumstances attending it came fresh to his mind.

Suddenly an odd thought suggested itself. "I'll try an experiment," said he to himself; "perhaps I may succeed in catching the rogue and getting my pay."

He immediately prepared an advertisement, in substance as follows, which he sent to the editor of the paper, to be inserted in the next issue.

Having instructed the editor not to disclose his name to the rogue if he should call, but to request the latter to leave his address, the Quaker patiently awaited the result of his experiment.

Wonders of the World.

Over one thousand illustrations. The largest best selling, and most attractive subscription book ever published. One agent in Denver, Colorado, sold 50 copies in 24 days, and a large number from 20 to 30 copies per day.

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