The Nittsburgh Gazette.

Wooden Railways.

A correspondent of the Montreal Gazette gives this interesting account of a wooden railway now in operation at Clifton, in Northern New York, near the Canada line, and on which immense quantities of iron ore are transported from the Adirondack mines:

The grading is the same as for an iron road, except that stiffer grades can be ascended. The ties are of the ordinary description, but are not squared on any side, and on the Clifton road are placed at the usual distance of three feet apart, except on the trestles, where there are three ties to every two yards. In future, however, the engineer proposes to put the three ties to every two yards, as he proposes running heavier engines.

The rails are of maple, six inches by four; but in future their shape will be altered a little without increasing the quantity of timber, making them three and a half inches on top, by seven inches deep, so as to be better adapted to the increased weight of engines (fourteen tons instead of ten). Notches are cut in the round ties to such ? depth as to keep the bottom of the rail about two inches from the ground after the road is ballasted, and the rail projects sufficiently above the notched tie to allow the flange of the wheel to pass. The rails are fastened to the ties by a couple of hard wood wedges, driven in opposite directions on the outside of the rail, within the notch. This has the effect of making the whole superstructure one solid mass, without the addition of any spikes or pins.

In making the curves, the fail itself is

bent to the required shape, so that there is no angularity whatever in the line of rails. The trestles are of the simplest description. They consist of two upright sticks of square timber, immediately under the rails, let into a transverse stick, which are braced to the attansverse suck, which are braced to such sticks of timber laid lengthwise from one trestle to another, immediately under the line of rails, in each direction. This is further supported by a similar stick of timber at each side, from the head of the trestle to the base, in a slanting direction, the whole of which is let into a squared log at the base. The wooden rail is not a new invention, but Mr. Hulbert, the engineer, has succeeded in making it available without using a particle of iron in the whole structure, and has, moreover, demonstrated that such railways can be used for long distances at a moderate cost, and this through a country where an iron line, as ordinarily constructed, would be practically an engineering impossibility. Mr. Hulbert says that he is willing to contract to lay the superstructure of a wooden railway of his own improved construction at the rate of one thousand five hundred dollars, American currency, a mile, where maple and hemlock can be obtained at reasonable rates. Since my visit I have become so convinced of the extreme usefulness of such lines of railways in developing the resources of a new country and acting as feeders to the trunk lines, that I have no hesitation in prophesying that before many years we shall find them running in all directions through the Do-

The Wigan Colliery Explosion. fire damp occurred in the Arley mine of the Hindleygreen collieries, about two and a half miles from Leigh and about fourteen the event of the thirty per cent. of the gross earnings, or a minimum of \$800,000 yearly in the event of the thirty per cent. of the earnings falling below that amount. The Eric from Manchester. At the time of the accident Company engages to keep the track, staupwards of three hundred men were in the pit. The mine is about three hundred pair, and gives to that Company the option of renewing the lease at its expiration. The down shaft. The underground manager was at the works at the time of the explosion, which occurred into the explosion. sion, which occurred just after the men had breakfasted. In the immediate vicinity of the explosion itself the whole of the men. and boys were killed or seriously injured. There was at once a rush of those uninjured to the pit-eyes, and large numbers were rescued, suffering only from fright. The injured, about twenty in number, were brought away and at once attended to. The task of removing the bodies of the killed was necessarily a very slow and painfulone, as the workings took fire. By two o'clock in the afternoon thirty-eight bodies were brought to the surface, and a large number, variously estimated at from forty to eighty, were missing. The origin of the accident is unknown, as the ventilation was said to be excellent. It is supposed that some workman must have removed the top from his lamp and that a sudden rush of gas caused the explosion. The atmosphere was very heavy at the time. The bodies were in many cases fearfully disfigured, rendering identification very difficult. It is remarkable that all the men brought

out were young men, the eldest not being apparently over thirty years of age. A portion of the workings were on fire, rendering it difficult to get at the whole of he bodies. The number of those left in the pit this afternoon was unknown. Fortyseven persons, it is thought, were killed and ten others severely burned by the explosion. At six a'clock in the afternoon the firemen made an inspection and reported that all was safe. Both of the firemen were killed. The workings extend east and west. On the east side one hundred and fifty men worked and on the west sixty or seventy. All on the east side escaped; nearly all on the west were killed. Several escaped with burns. A few penetrated the choke damp and one was restored by artificial respiration; but fifty-six were sufficated and one has died from his burns. The extremity of the workings was not reached until six hours after the explosion. Fifty-four bodies now lie in the workings near the pit. The Governinspector has been down the pit since noon

A Man Killed by Bears.

The Dayton (Ohio) Journal of Monday Captain Worst, of the canal boat Sentinal, No. 2, met with a tragic fate one day last week. Captain W. started from the Junction for a deer hunt, to be absent only a portion of the day. He did not return the same evening; and not getting in the next forenoon, his men thought that something was wrong, and started in quest of him. About the middle of the afternoon they found his dead body. He had evidently had a combat with bears, and he had been overpowered and most terribly torn by their fangs. His gun lay a few feet from him, and the barrel was bent out of shape, and the stock had been hammered into fragments, which plainly indicated that the conflict had been terrific. A few rods distant away, a large buck was "swung up" against a tree, and a portion of it had been devoured by bears the tracks indicating the kind of animal which had made the attack on him. It is the most terrible death in the woods that we have heard of for a number of years. The Captain had evidently had a very hard fight—the grounds being beaten with the tracks of the combatants for several rods around-and he had died game. The probability is that Captain Worst came upon the hears after they had begun to feast on his buck, and in attempting to despatch the ferocious brutes they turned on him, and proving more than a match for him, he lost his life in a manner so fearful that it makes one shudder to contemplate the affray.

The Theory of Getting Drunk. Most of that class of persons who indulge in tippling are fully acquainted with the practice of getting boozy, but are unacquainted with the theory of how it is done. For their benefit, as well as those who have never indulged in the practice, we give the following theory from the North British

"At the beginning of a carouse of a drunkard, alcohol stimulates the action of the heart, which now sends blood rapidly to the lungs for acration. A large supply of blood disks consequently reach the brain, which is stimulated into activity. The ideas of the drinker now flow rapidly-at first coherently, but without control; the brain matter wasfestoo rapidly, and delirum ensues. During this time the volatile alcohol is diffusing itself through the system, converting arterial into venous blood, and loading that fluid with a spirit which has a tendency to prevent change in the tissues, so that the drunkard becomes stuoid, falls off his chair in the stupor of sleep, or if too far gone, dies of venous

A Wholesale Poisoner. The Geneva papers announce a trial which is destined to create a great sensation in Switzerland. The accused, a nurse, named Jeanneret, is charged with poisoning not fewer than nine different persons, whom she had within the space of six months been engaged to attend. The substances used were belladonna and antrophine, an extract of the same; and to obtain them she simulated a partial blindness, for which they are employed as a remedy. The woman appears to have had a monomania of crime, as she neither robbed her victims nor derived any benefit from their death; they are said to have a presed them with she is even said to have nursed them with great tenderness. She was at length detected by a French painter named Bed by a French painter named B—, whose wife she had attended. Madame B—, after showing symptoms of poisoning, recovered, when the accused, finding that she was suspected, absconded. She was, however, subsequently traced ever, subsequently traced and arrested so unexpectedly that she had no time to conceal the poison that she had in her posses-sion, and all of which are in the hands of iustice.

lil Health of Napoleon. The apprehensions entertained as to the health of the Emperor Napoleon seem to be well founded. "Not only," says a correspondent, "did he not mount on horseback and follow the hounds at the grand hunt the and follow the nounds at the grand nunt the other day at Champeigne, but contrary to his usual practice, he accepted assistance while getting into and alighting from his carriage. At the shooting party one could see that he walked with great difficulty and seeming lameness, dragging his legs, which were spread rather wide apart, after him, as it were, and with his arms held out to steady his movements. On the evening of the curee a chair was placed for him on the balcony of the chateau, on which he continued seated until the conclusion of the affair, although the Empress and Princess of Wales were both standing. At the performance at the theatre too, a night or two afterwards, he sat with his head bent forward on his chest the whole time, seemingly perfectly inattentive to everything that was going on.

On the morning of the 26th of November, about nine o'clock, a terrible explosion of years upon condition of the Eric Company Ir is reported that the Eric Railroad nd rolling stock of that road in re-Great Western Company an amount more than sufficient to cover the interest on its bonds due under the recent arrangements with the bondholders.

THE LAST male descendant of Gustavus Vasa, M. de Stierneld, died on the 14th ult. at Stockholm. He was born in 1791, and entered the diplomatic service in 1811. In 1813 he went to Germany with the Swedish Crown Prince, was appointed charge d'affaires at the Hague in 1814, and came to London as Swedish Envoy Extraordinary and Minister Plenipotentiary in 1818. In 1838 he obtained the portfolio of Minister of Foreign Affairs at Stockholm. He held thi post until 1842, and resumed it in 1848, when a new ministry was appointed by King Oscar. He finally withdrew from public affairs in 1856.

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DISTRICT COURT OF THE
UNITED STATES FOR WESTERN DISTRICT OF PENNSYLVANIA—The undersigned
hereby gives notice of his appointment as assignee
of CONEAD U. SMITH of the city of allegheny,
sounty of Allegheny and State of Pennsysyvania
within said District, who has been adjudged a bankrupt upon credities, who has been adjudged a bankrupt upon creditions between the company
ALGERNON S. BELL. Assignee,
Attorney-at-Law, 144 Fourth avenue,
delo:TTHS NOTICE IS HEREBY GIVEN that the partnership lately existing between AMES DICKBON and W. J. Me AASTER, as Caracters and Housebuilders, under the firm hame of

JAMES DICKSON and W. J. Mc 4 ASTER, as Cappenters and Housebuilders, under the firm name of DICKSON & MOMASTER, has this day been dissolved by mutual censent W. J. MCMASTER is authorised to settle all debts due to and by the company.

JAMES DIGKSON.

December 1, 1868.

Ges: 88 BANKRUPT NOTICES PLOOR OIL CLOTHS-We have

in stock a large assertment of styles and vision widths of thoroughly seasoned Floor Oil Oloths, which were offering to the whole sale and retail trade at prices lower, taking quality into consideration, than can be had is this city.

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