The Nittsburgh Gazette

THE AWAITING, A FRAGMENT FROM SCHILLER. Do I not hear the gate furning?
Was it the latch that then sell?
No! the sephyr murmurs yearning
Through this quiet poplar dell.

Silence! the hedge-row was parted. Bustling while one through 1; crept, No! a sright-ned bird then darted From the copse, and enward swept.

A voice with the still air is blending, bodly in whispers fond? Not the circuing swan is sending Ripples o'er the silver pond. Hear I not feet lightly moving Over the gravel-strewn path? No! the failing fruit is proving. Ripeness from the weight it hath.

Do I not see a white shimm'ring Shining with sik's sheeny fall? Not the p'llar there is glimm'ring 'Gainst the shadowed yewen wall. And soft, while from heavenly clearners. The moments all happy descend.

The moments all happy descend. Vigh she came, unseen in her nearness. And wakened with kisses her friend. EPHEMERIS.

-Farm laborers are scarce in New Hampshire. -One of New Yorks' blonde actresses has the gout.

-Train, when heard from last, was i San Francisco. -Seventy-two cheese factories squeeze

the milk of Ohio's cows. -Bucyrus and Youngstown, Ohio, observed Sunday as decoration day. -A negro, lecturing in Georgia, as serts that Adam was a yellow man.

-A wonderful violinist, only seven years old, is astonishing Kentucky. -Rice birds are belieing their name by eating the wheat crop in Georgia.

-San Francisco is not yet a quarter of a century old and has 150,000 inhabitants. -Newark clergymen have decided that it is immoral to run the horse cars on

-A large number of freight cars for the Pacific Railroad arrived in St. Louis on Monday.

—Bavaria has adopted the Werder system of breech loaders for herinfantry and Jaeger regiments. -Happiness is defined as being per-

fectly satisfied with what we have and with what we haven't. -\$60,000 is the heaviest income returned in Iowa, and Gen. E.T. Winslow

is the happy possessor. -Flowers were so scarce in Augusta, Me., that the decoration ceremonies were

postponed for one month--That un-plau-tunate Plau, the plaumost man in his profession, is not altogether praudtless having had another

pfaul. -- In Indiana a delicate school mistress punishes refractory pupils by dosing them with tincture of rhubarb instead of spanking them.

oralities.

-A henpecked, unfortunate man says the most remarkable organ in the world is the organ of speech in woman. It is an organ without stops.

-Newman Hall says the matter of Biare of less importance than the settlement of the Alabama difficulties.

-A little girl named Gump, living at Kendallsville, Indiana, while the family was at supper, went to the swill barrel, fell in and was found there dead.

-Rev. Dr. Fowler, of Chicago, calls the theatre "the guillotine of the soul." He probably means that it cuts off the head and leaves the legs. - World.

-A temperance society has been formed at the Feejee Islands, and the King and Queen and one hundred and sixty persons in the town of Beu are members. -Arch-duke Louis Victor, youngest brother of the Emperor of Austria, is now in New York. He is said to look exceedingly like the unfortunate Maximilian.

-The Continental Hotel and its furniture, at Long Branch, were sold at auction last week for \$130,500. The orig-\$350,000.

-A St. Louis court has fined a man \$100 for shooting dead a boy who was picking a peach from his orchard. Boys are very plenty and peaches very scarce about St. Louis.

-The Boston Advertiser admires the art of chromo lithography and suggests as appropriate subjects "The Barber-after Beard; The Miner-after Cole; The Walk Home-after Church."

-An exchange says: "The Marquis of Bute is celebrating his new religion by pilgrimage and prayers and tears about Jerusalem." We should like to know whether that last is teers or tares.

-The latest Yankee notion is a grand one, being nothing less than a trans-continental railway from the Atlantic to the Pacific, across Europe and Asia. It will hardly be completed in our day and gen.

-A process has recently been invented in Michigan by which Marquette ore can be converted into malleable iron in forty minutes. Prolonged and careful experiment liss fully established the success, of the invention.

785740 -King William proposes to devote the greater part of the sequestrated revenues feet; that is, our train would run round a of the deposed Elector of Hesse Cassel circle only 240 feet in diameter. Our towards defraying the axpenses of building track was all the time in sight, behind

-On the day of his jubilee, the Pope received a telegram from the from regions of Lapland, the bearer of which had to traverse 600 miles in order to had to traverse 600 miles in order to the great panorams expanding with every reach Helaingfors, the extreme telegraph revolution of the wheels. You skirt office in North Europe.

-Hungary raises nearly all the wine

standing its cheapness only about one per cent. of it is exported.

-In Waverly Place, New York, a family of three persons reside. The papa is fifteen years old, the mamma fourteen, and both attend school. They have a small child, who makes the third member of the family and is only a few weeks old. -A beautiful lady in a New York street car lately actually refused to accept a seat from a working man, saying he must be tired after his day's labor. It has been ascertained that the lady came from

Philadelphia, and resides on Green street. -The King of Hanover appointed Dr. Onno Klop to edit the works of Leibnitz, and that gentleman has issued five volumes already, but the Prussian government has caused the work to be suspended, because the Doctor's feelings are

-Last week there were in Chicago three homicides, eight accidental or sudden deaths, six accidents or affrays resulting in life long mutilation, if not in death; and two suicides, with ten applications for divorce in a single day. This is a pretty fair week for Chicago.

-Quite an extensive task is undertaken by a Society in Springfield, Illinois, which proposes to form a collection of all books, pamphlets, and newspaper and magazine articles, relating to President Lincoln and the war. It is the intention to deposit them in a room in the foundation of the Lincoln monument.

-Smoking is to be prohibited in the Boston streets during the coming jubilee. Smokers could wreak a fearful vengeance by refusing to attend the jubilee at all. So many men are smokers now that they ought to be a power and refuse to be constantly slighted and treated by a constantly decreasing minority as if they were drunkards or lepers.

-The steamers Germania and Hansa, formerly belonging to the Hamburg, Bremen and New York mail line, commanded, by Captains Koldway and Hegemann, are to sail on the 7th of this month, as the second German North Pole expedition. They are to be furnished and equipped for a two years' cruise, and are to follow the east coast of Greenland, and attempt thence to pierce the central Arctic region according to Dr. Petermann's plan-

> (From the Hartford Courant.) Fell's Railway Over the Alps.

Paris, April 24. The railway over Mount Cenis, which is a temporary method of transit only until the tunnel is completed, is called the American railway, its inventor, Mr. Fell, who built the one up Mount Washington, being styled an American; and we were was a great crowd of all sorts at the sta-

The train ready to go consisted of an engine and two first-class passenger cars.
The carriages were about half the length of ours at home, with seats on each side, so that the passengers face each other as in an omnibus, and with windows at the sides from which it is difficult to see out with his back to them. The cars are sound he had got on so much steam that also very narrow, the track being only he couldn't hold her. He was goin three feet six or seven inches guage, so that they are not much more comfortable than an omnibus. The fare, first-class, twenty-five, second class, twenty-two francs, from Susa to St. Michel, the time occupied in the passage being from four o five hours.

The locomotives of these trains are small, compact and powerful; their trucks, as well as those of the carriages, set well in the middle, so that they can turn very short curves. The track has three rails, one elevated in the centre. Besides its ordinary driving wheels, the locomotive has two horizontal wheels which press this third rail on either side, and it is by up. The carriages have corresponding allowed one car to sink into a bed of quick inal cost, a year or two ago was wheels for the centre rail, but their only break occurred where the track was late. use is to keep the train on the track. Both the cars and locomotives have double sets of brakes, one for the ordinary and one for the centre rail, so that they can screw the cars to the track with the grip of a vice, and render it almost impossible for the carriages to run away. There is should only fear the snow storms of winter, and perhaps an avalanche in some places high up, which are not roofed

We began to climb the hill directly carriage drawn by horses would do. In fact, our track ran parallel to the carriage has been found more difficult than was at road all the way, was just as steep and first supposed. made the short turns of the latter. Our made the short turns of the latter. Our train seemed to be a huge live reptile, with legs and claws, and crawled up by its own power; it literally dug right up hill, and we felt ourselves mounting, and looking power; it literally dug right up hill, and we felt ourselyes mounting, and looking back, could see the steep incline. Of the curves, where the wheels got a good grip of the rail, we moved with ease and more

We rose more slowly. The steepest grade on the road is one foot in nine feet, but this is only for short distances. The rise of one in twelve is more common; and the least (of which any note is taken) is one in twenty five.

The curves are a shortes to be stelled. The curves are so short as to be startling.
We seemed to turn in a space as small as an ordinary wagon could. The shortest curves are on a radius of only 120 an edifice worthy of the fine collection of and before; running along the steep hillsides, and constant doubling, like a comnormal description of the day of the the test of the con-

You march up with triumphant ease, rising among the grand snow peaks like a conqueror. The valleys open behind you, with their rivers and brown villages, precipices and look down upon nestling villiages and green fields; you push your

lar.ds, through tunnels and covered ways, o for deep guilles and tracks of ava-tanches, rising always higher and higher, as by no expenditure of strength, into a purer air, among peaks of virgin snow, among the silent sumits of the enduring

Alps.
The day was superb, with blue sky and fine air, and it was so warm, even in the snow region, that I needed no overcoat. Our view was for the most part uninter-rupted and magnificent. The summit level is about 6,400 feet above the sea, and before we reached it we passed into a covered way, built of wood at the sides an arched with iron, and were immurred in this, in the ascent, descent and on the level for four or five miles, I should think dark, unpleasant passages, made worse by the smoke and fumes of the locumotive These covered ways are absolutely neces sary as a protection against avalanches in many places and against falls of snow for long distances. Through the chinks of the boards I could see snow piled up high along the way. The summit station is in one of these long sheds, and is gloomy

enough.
We made the descent more rapidly than the ascent, swinging around the short bends with considerable velocity. The brakes were jammed hard down until I could smell the odor caused by the friction. On the descent I saw the frowning forts of Brumont d'Essilion, on peaks high above the abysa through which the Arc foams and roars, connected with the road by a thread of a suspension bridge over the gorge, called the Pont du Diable. The forts are being demolished now, under the agreement between France and Italy. Lower down, and about ten miles

up the mountain from St. Michel, we caught sight of the rubbish of the opening of the great tunnel, which enters the mountain at Fourneau. It is to be eight and a half miles long, and it is expected to be completed in 1871. It is no doubt a great and interesting bore, but if I desired a pleasure trip, I think I should prefer the raid of Mr. Fell over the mountain to this hole through it.

I talked with a locomotive driver on our

train, by the way (an Englishman, as they all are on this road), who insisted that Mr. Fell is not an American. He knew him well, lived near him in the north of England, and said he was not an engineer at all, except so far as this invention was concerned, but was a dissenting clergyman. He is certainly a dissenter from he ordinary line of railways. The engineer was an excellent specimen of an intelligent, illiterate English mechanic, with a drawl and nasal twang in his speech that a Cape Cod man might envy; and he gave me a great deal of valuable information about the road, which I might here impart, if your readers cared for valuable information which I suppose they do not. He was takin' a day h'off for pleasure, he said, and goin' down to

see the work on the big bore. 'Twas a nasty bit of work this of running twice over the road daily, as he did. and only getting twelve pounds a month, for the job, especially in the winter, with the snow and beastly wind. There have been only six days the past winter when they couldn't run on account of snow, and then the passengers had been carried over the break on sledges. He explained to me the construction of the locomotive, promised a ride in real American cars. the application of its power, the working of the time of starting was 7 A. M. There was a great crowd of all sorts at the starting I can build a road out to tion, a lively fight for tickets at the box the Tower if anybody desires, when I re-West Hartford, over Prospect Hill and to office (for the perfect French system has not yet reached the other side of the Alps) and then we waited till 7½ o'clock before bate steps. I said to the engineer that I supposed it impossible for the locomotive,

with three rails to get off the track. Well, he said his machine got off once last winter. The fact was, that the thing had got the upper hand of him, and rur away with him. He spoke of it as if it were a horse. He was running with the locomotive alone, takin' her down the when one is squeezed in tight on the seat | mountain, not mindin' exactly, when he he couldn't hold her. He was goin' down the one in nine, round them ere nasty curves, when she started. He shut off, and jammed down all the brakes, reserve and all, but she only appeared to go the faster. Away she went, like the-(so he said), whisking round, and at last ounded off and went slam ag'in a rock. "If she'd a gone over the ravine on t'other side, I wouldn't behere to tell ye

A Novel Hailway Incident. The Titusville Herald says: In our yesterday's issue we mentioned that a part of the track of the Oil Creek Railroad this third rail on either side, and it is by this strong traction that the train is pulled allowed one car to sink into a bed of quick up. The carriages have corresponding break occurred where the track was laid across a peat bog, and that it took place while a gravel train which had been run on that part of the track was being un loaded. Three of the cars began to sink rapidly, in a few minutes after the work of unloading commenced, and in a short time one of them was below the surface every precaution against accident; and I An attempt was made to draw the other two on the track, but it failed, and during Sunday afternoon and yesterday the cars continued to sink, and at last accounts they were about twelve feet below after we left the station, exactly as a carriage drawn by horses would do as a day on the track, but the relaying of it

freight were transferred. The trains were delayed but a few minutes. It is expected that the track will be repaired by this evening. The bog is quite large, and where the track crosses it is about rapidly than on a straight pull, where the locomotive evidently labored more, and in several places yesterday, and found to be about thirty-eight feet deep.

THE effect of the coal miners' suspen ion on transportation is reported by Mauch Chunk paper thus: About twelve hundred boats on the Lehigh Canal have stopped zunning, by which three thin-sand men are thrown out of employment. The Lehigh and Susquehanna Rallroad has now but one coal train running. On Wednesday twenty-nine coal trains were discontinued, throwing out one hundred and seventy-four men, or six to each train. All the regular coal trains on the Lehigh Valley. Railroad have been dis-

A CORRESPONDENT Writes from Sait Lake City, under date of May 20: "I hear Pur ors of approaching trouble be tween President Young and the Mormon contractors and the Union road. The directors are East, safe out of the reach of Hungary raises nearly all the wine way up among the snowy regions, the made in the state and the store hut of the begging, half naked, patience is nearly exhausted, and the million barrels. It is worth on the spot dirty peasants, and the refuge houses of muted debt to him is \$800,000, and the about two dollars a barrel, but notwith. the road; are whisked round rocky head. unsettled accounts are \$800,000 more.

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