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From the Richmond Whig. Crossing the Alps by Steam-The Mont Cenis Railroad-Peculiarities of its Construction-The Route Described-How a Passenger Feels -Life on the Alps, dec., dec.

Cenis Pass of the Alps is the present wonder of Europe, and is certainly a great engincering triumph. It has been open for passenger traffic since June 15th, and has

dows of the sides are made so that they cannot be opened, thus compelling the passengers to limit their observations, and preventing heads and arms being thrust

From France to Italy some twenty railway wound about in the crookedest

TURIN, July 10. _ kind of style, sometimes on the other, the The "Fell Railway" over the Mont engine stuck like a leech to the track. The train, though not ninety feet in length, was frequently on three curves at once, and the cars were able to turn at sharp corners as the wagons on the road to the track, and gradually but somebeen worked from that date successfully and without accident. By this line, pas-sengers are taken over the Alps in five on a grade of one foot of elevation in from five to ten of length, and the train, every time it turns back and forth, elevates you higher and higher; yet all the time keeps above it. The curves necessary for the out of the solid rock, and the other half of the railway after another, and finally reach the ground at the station the train left a half hour before, but which is still under your feet. Snow-capped peaks are all around ; clouds balf envelope you ; the cars, if they once leave the track, will be dashed to atoms, thousands of feet below; vet still the train goes upward and upward, the little engine holding tightly to the rails and climbing the hill before it that seems to unfold itself interminably. This is the most terrific part of the ascent of the French side of the mountain ; and it continues until the summit is reached, where, at "Le Grand Croix," the train halts for a moment's rest, and the passengers, dispirited perhaps by the rain or

thirg else I know of, the scats being the business of the train to get down ranged along the side with a narrow aisle | again, and after descending for some in the centre, with the entrance at the distance upon comparatively gentle rear platform. Each car is furnished near slopes, the road came suddenly upon the front with a pair of horizontal wheels that clasp the centre rail, and, of course, with powerful brakes and the glass win-was at the head of the valley on the Italian side of the mountain, and was not only more abrupt and precipitons, but much deeper than the chasm down which we looked upon the little water station on the French side. passengers crossed yesterday, the train The country was spread out before as being composed of tour passenger and two like a topographical map. At our baggage cars, the latter as small as the feet, how many thousand feet below former. A half-dozen brakesmen were I can't pretend to tell, began the on board, in addition to the other train mountain torrent, led by myraids of hands. The start was made at fifteen little cascades from all the peaks minutes past one, and in fifty minutes the around. A town stood on its banks, train had gone as for as Lanslebourg, at and further on another, which was the foot of the mountain. The railway, the famous town of Susa, to which the high-road and a mountain torrent went we were to get, if possible; and far along side by side up the narrow valley, beyond stretched the railway and frequently changing their relative posi-tions, but still remaining always in close miles almost to Turin. The vallar companionship. At Lanslebourg the en-gine replenished its stock of water and widened as it receded from us, and fuel, and the difficulties of the ascent com- twisting about on its precipitous menced. On a level the speed was pro- sides, could be faintly traced the line bably fifteen miles an hour, but going up of road we were to follow in the des hill it was reduced to ten, and sometimes scent. To look down upon Susa, and to five miles by the difficulties of the as- think that it was just as easy to roll cent. The railway continued up the nar- down the hill to that ancient Roman row valley with its companions, but it town, as to slowly twist down it on was evident that the brisk little engine, the railway, was certainly not please that puffed and snorted, and strained so ant. However the breaksmen took much, was able to go up the steepest hill their places and the descent began. that the wagon road attempted, and as the The engine which before did so much climing and pulling, now did quite as good service at holding back. The hill was steep and the road most crooked; but the brakes clung fast to the wheels and the wheels stuck

sengers are taken over the Alps in five the firmly fastened central rail keeping hours and a quarter—one-halt the time the train on the track. After thus get- went too fast, the engine was revers-W. II. BIDWELL. 6 Beekman St., New York. 7 Orders for lots of 100 sacks or 7 Orders for lots of 100 sacks or 8 Dependence of the el-8 Dependence of the el-9 Some four thousand feet of the el-9 Some four thousan evation, the steep side of Mont Cenis was train-hands to stop absolutely on the reached, stretching up far above us, the steepest declines, was demonstrated. summit hidden in clouds. Starting at a All the time we were twisting and little station with a water tank and fuel sliding down the mountain, various shed, the road twists six times up the lines of road to be followed when precipice, each parallel being constructed further down could be seen, and the wonder was, how were we ever to get them. Also, the town of Susa. continued at our feet, gradually inright over the station, which gets smaller creasing in size as we approached, and smaller as you rise thousands of feet and finally we got near enough to detect church steeples, looking like bends of the road are one-half tunnelled little pegs set up among the houses. At half-past six the descent was sucbuilt out over yawning chasms, clouds al- | cessfully accomplished, and trundling most obscuring the water-courses at the into the depot at Susa, the mountain bottom. You can throw a stone down the journey came to an end after which, mountain side, and it will cross one line changing to an Italian railway train, we were in Turin. No one who crosses Mont Cenis, on the Fell railway, can fail to bear testimony to its complete success. It is, however, not a road for people of week nerves to venture upon; as the feeling when running along the edge of an almost perpendicular precipice, the bottom of which is almost too far below to be seen, is decidedly un. pleasant. The railway, however, does its work well, and Mr. Fell's little trains can go up and down hill and around sharp corners quite as well and much more rapidly than the ponderous dilligence. The railsnow that always pours down so lavishly way has been an expensive one to build, and will be a costly one to keep in order, so that unless patrons ized much better than now, it will scarcely pay expenses. The ingenuity and daring of its constructors, however, are no greater, although shown on a broader scale, than the skill and perseverance exhibited by the hardy mountaineers, who, hanging almost by the eyelids, manage to cultivate the sides of steel hills and little nooks on the verges of chasms, through all the wild and rugged and almost sterile region over which the Fell railway passes.

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July 8, 1868.

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DAVIDSON COUNTY. Superior Court of Law, Spring Term, 1868.

PETITION FOR DIVORCE.

T sppearing to the satisfaction of the Court that the defendant Ewing White, resides beyond the limits of this State : It is ordered that publication be made for six weeks in the "Watchman & Old North State," notifying said defendant to and appear at our next Superior Court of Law, to be held for the county of Davidson, at the Court-House in Lexington, on the first Monday after the fourth ralls.

Monday in September next, then and there to answer or denue to the plaintiff's petition ; oth-THE FALL TREE in this Institution will begin erwise, the same will be heard and granted. Witness, H. N. Heitman, clerk of our said Court at office, the 1st Monday after the fourth Monday in March, A. D., 1868 H. N HEITMAN, C.S.C. 29:61:\$10]

costs facty-five frames (\$12 marring) by diligence, can be made by the railway for twenty-five francs (about 87 currency) -Yet fully one-half of the people who cross Mont Cenis are afraid to go on the railway, as they have a wholesome and certainly natural objection to running the risk of their railway train pitching down a precipice, and making mince meat of all it contains. A natural curiosity took me to the sail-

way as a means of crossing the Pass. To comprehend the character of this work, it necessary to understand the situation of Mont Cenis. It is said to be the lowest of the Alps, and is probably eight thousand feet high. It is comparatively flat on top, being some six miles broad, and is surrounded by higher peaks, many of them covered with snow. On both the French and Italian sides, mountain torrents, having their source on Mount Cenis, run down through deep valleys with precipitous sides, so that the Alpine chain is, as it were, half cut through by these fissures. An excellent road has been long in existence over the pass, running along the borders of these streams and zig-zagging up the mountain, and Mr. Fell has built his railway alongside of this road, from which it rarely parts company, so that the people on the cars and those on the highway for nine-tenths of the distance could shake hands with each other if so disposed The mere laying out of the railroad, therefore, was nothing ; but the difficulty which had to be and is surmounted, was to invent a species of steam rail-

way that would climb up or go down as steep hills and turn around as sharp corners as a horse and wagon, and yet be as completely under control. These things are successfully accomplished by the use of a goad with three rails, upon which run engine and cars of peculiar construction. The railway is of narrow guage, not over four feet, and the outside rails upon which rests the weight of the cars are the ordinary T rails, but of heavy pattern .-The centre rail is not used on level and straight places, but only on curves and declivities. It is shaped something like a letter H, and is elevated about ten inches above the other rails, being laid upon heavy wooden string pieces, and braced strongly at the sides. In order that the trains may go around the sharp curves that are necessary, the engines and cars are made very short, none of them over twelve feet long. The engines have small driving wheels, and carry their fuel and water over the boilers. Thay are built very heavy, and the power is applied not only to the vertical wheels which run on the outside rails, but

The engines indeed seem to be all driving wheels and brakes, and the way they

also two sets of horizontal wheels which

can be pressed upon the sides of the centre

on the mountain top, begin to wonder whether they will ever get down again. Built in the region of snows and avalanches, the railway at the top of the mountain is protected by being occasionally laid in galleries cut out of the rock over which the snow when it falls can pass without harmy ing the roadway; and in places where no galleries can be made an arched roof of corrugated iron, very light and strong, and supported on heavy timber posts, is built over the road. the sides being covered with planks. This is a protection from snow which

will probably be effectual, but it is an interference with the view out of the car windows of which travellers will always complain. The summit of the mountain is comparatively flat, always bleak, cold and inhospitable-and at present has on it, form ed by the melted snows, a large lake with no apparent outlet.

The railroad in crossing the summit goes up hill and down dale, and twists about, the same as the wagon, road does, no embankments or cutthe pass was accomplished in three by increased in the proportion of ten tings being necessary. The ascent of hours and a half, the hour and

catch hold of and eling to the rails is sur- three quarters of time remaining bes prising. The cars are more like the small, ing occupied in crossing the summit Carolina did not live exceeding a month, and and descending on the Itallian side. Carolina did not live exceeding any signs of their the American horse railways than any Having got up the hill, it was now brief existence.

Poison OAK .- Prof. G. Dowell, in the Galveston Medical Journal Journal, recommends in cases of poisons ing by Rhus Texicondrou, and other poisonous species of the Rhus, to bathe the parts with a solution of caustic potash, sufficiently strong to render the skin soapy. This has nev-er failed to cure it immediately, although he has used it in hundreds of cases, including himself. The potash is used in the proportion of ten

The seventeen year locuts in Western North

Fortine White vs. Ewing White. At Sprague's Old Stand, Main Street. SMITH. FOSTER & Co. THOS. J. FOSTER. FINLEY HIGH SCHOOL.