

## A Very Narrow Gauge.

Passenger Cars Running Safely on a Ten Inch Track.

There is "something new under the sun" in railroads. At least I have seen no description in any New York paper of what has just been experimentally completed in Massachusetts. A perfectly working, safe—yes, much safer than the ordinary—road has been produced, and which will revolutionize traffic in both passengers and freight. The cost and the price of both will come down one-half, and yet the companies can money where they cannot now pay expenses.

The young gentleman who conceived this plan is a practical iron and wood machinist, and also an engineer. To show how narrow a track may be, and be practical and safe, with his own hands he constructed a railroad, having but ten inches width of track, from the elevated village of Hyde Park down to the depot. He also, with his own hands, constructed the cars to run on the track. In these he carried in six weeks over 3,000 passengers from the village down to the depot, without injury to any one. There were several short curves on the way, and the track crossed the highway twice. The people of Billerica, wishing a road across through their town from North Billerica, on the Boston and Lowell railroad, to Bedford, a distance of eight and a half miles, requested the projector, Mr. George E. Mansfield, to come and give the people a lecture on narrow track railroads. Some said "It is a chimerical notion," but others said "This is of God, and must prevail," and they gave a helping hand and secured a movement so far as to get a petition for a charter from the legislature. The charter was allowed. Then the right of way was secured gratis the whole distance. Two very able men gave the way, only because, as they said, it was only a visionary, crazy-headed scheme, and would never be accomplished. But next the whole stock was subscribed. Ben Butler went in for one-fiftieth of the whole stock, which was \$50,000. Then came the building of the road, was completed by the first of September, so that cars passed with passengers over the entire route that day, and secured the right of way. There are eleven bridges on the route, over 100 feet long. The rail weighs 25 pounds to the yard, which is quite strong enough; 20 pounds would do. The road is well built and equipped; one grade is 155 feet.

The cars and engines of the road will at once attract and fix the attention. They are very well proportioned and make a very handsome appearance. The engine is behind the tender and next to the cars, so that when the train moves the car next to the engine draws down upon and increases the adhesion of the engine to the track. Both engine and cars are constructed so as to be very near the ground, giving great advantages in regard to safety, also very little oscillation. The cars have an aisle with one seat on each side, in the same manner as ordinary cars have two seats. The length of the cars allows thirty seats, each person having a seat to himself. The cars are warmed with steam, are well ventilated, have closets, water tank, all the modern improvements, Westinghouse brakes, etc. They weigh four tons and a half, ordinary cars weighing on an average eighteen tons. Hence Mansfield will carry sixty persons with cars weighing nine tons, while ordinary roads must draw eighteen tons to carry fifty-six persons. The engines are equally light and less costly than on ordinary roads. It is quite evident that a road eight and a half miles long, which cost equipped \$1,500 less than \$50,000, and which can be run for half the expense upon ordinary roads, must be a great and notable achievement. The road costs \$4,500 per mile. The trains run about twenty miles an hour. Engines weigh about eight tons, and draw two passenger and two freight cars twice per day each way, at a cost of coal of only one-fourth that of ordinary engines.—*Boston Express*.

A hog in Texas has been discovered with only one hoof. Up this way hogs always have two legs, a least.—*N. Y. Herald*.

An exchange wants to know how the Turks learned to fight so well. O, well, most of them have from eight to ten wives.

## LETTING IN AIR.

The Operation of a Tracheotomy.

Since that dread disease, diphtheria, has claimed so many innocent little victims here (as well as persons of adult age), the anxiety of parents finds relief in the surgeon's knife. During last week a child's life was saved in Sewickley, in which place one of the first operations (tracheotomy, or opening of the trachea or windpipe), of its kind hereabouts, was performed. This was in the case of the little daughter of Melancthon McMillan, E-q., of the Bank of Pittsburg. The little one is now a blooming lassie; and but for "tracheotomy" would have lain in her grave for three years. In conversation with a physician who has performed this delicate operation several times, it is learned that not over a dozen such operations have been performed in this vicinity, for membranous croup and diphtheria. The object, as is generally known, is to admit air to the sufferers lungs, by an opening below the "Adam's apple," and before the terrible membrane has closed the top of the windpipe. The difficulties that surround the successful performance of this operation will be better known when it is stated that some of the largest blood vessels in the human body lie within the fraction of an inch of the only spot that can be cut by the surgeon's knife. On Monday, we are informed, a child's life was lost in this city through the accidental severing of a blood vessel, during tracheotomy. In the recent Sewickley case the child was a daughter of Mr. Henry Davis, a laborer in poor circumstances. Mr. McCready performed the operation, assisted by Drs. Shillita and Hartzell, of Alleghany, and Dr. J. A. McCready, of Penn Avenue. The child, whose convulsions to breathe life through her nearly closed throat were heart-rending to note, was placed under the influence of an anæsthetic. Proceeding with the utmost caution, the windpipe was laid bare in about thirty minutes and the operation took place. The convulsive efforts of the little one ceased instantly, and soon the child slept. The most careful nursing ensued, and to-day the child is reported as being in a fair way towards recovery.

In another Sewickley case, that of the child of Mr. Irwin, a coal dealer, the operation had been postponed too long, and though the child's life was prolonged and its death from suffocation prevented, fatal results from blood poisoning ensued. Its age was only eighteen months, which fact also militated against the success of the operation. The pipe which supplies the place of nature's air passage in this case, is made of silver or hard rubber, some three or three and a half inches long. At the point of its entrance into the trachea a broad collar surrounds the pipe and rests immovably on the exterior of the throat. Altogether, this remedy, desperate as it may appear, seems destined to save many precious lives from death in the slow and horrible form of suffocation.—*Pittsburg Chronicle*.

## Whipped to the Bottom of the Sea.

On the last trip of the schooner *Lola*, from Valparaiso to this port, the wind having fallen off, and the vessel being in four fathoms of water, the anchor was let go pursuant to the order of the master, Hughs, who had gone forward to give it. As the anchor was let slip, a 2 1/2 inch line, by which a buoy was made fast to its chain, accidentally took a turn around the master's leg, and whipped him over the side and down into the sea. As he went rushing feet first to the bottom, he drew and opened a pocket-knife, and with one desperate effort of strength stooped down and severed the line, having to cut deep into the flesh of his leg to do so. As he shot up as swiftly as he had gone down he returned the knife to his pocket, and when he reached the shore was picked up with only a lanced ankle as the result of what would have been a dive to death but for his coolness and nerve.—*San Francisco Chronicle*.

Last year England imported over \$10,000,000 worth of eggs. No wonder the radicals want to throw off such a heavy yolk.

**CURED OF SUICIDE.**—Near Leominster, in England, a servant girl, while sitting before her mistress's fire at night, said to a fellow servant, "If you won't have me, I'll drown myself," and at once ran out and jumped into an adjacent stream of water. She then got out and ran to Stockton, at which place she again jumped into the river, but two women rescued her. She jumped in a third time, but was got out just as two men appeared upon the scene. One of them hearing what was amiss, said to the woman, "If you want to drown yourself, miss, come this way, and I'll see you does it." He then took her to another part of the brook, and dipped her two or three times overhead, until she was nearly exhausted, and crying hard for mercy, promised not to repeat her foolish conduct. She was brought from the brook thoroughly drenched, but evidently cured.

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In the Probate Court in and for Salt Lake County, Territory of Utah.  
In the matter of the estate of President BRIGHAM YOUNG, Deceased.  
To the Creditors of the said Deceased:

ALL PERSONS having claims against the said deceased are hereby required to exhibit them, with the necessary vouchers, within ten months after the first publication of this notice, to the undersigned Executors of the Last Will and Testament of the said deceased, at his office, adjoining his late residence, on South Temple Street, between East and First East Streets, Salt Lake City.

GEORGE O. CANNON, }  
BRIGHAM YOUNG, } Executors.  
ALBERT CARRINGTON. }  
Salt Lake City, Oct. 12, 1877. d 287

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