# THE DADA RVENING TELEGRAPH PHILADELPHIA, SATURDAY, DECEMBER 28, 1861

Our heavy train, drawn by only one engine, moved steadily but very slowly forward. We did not make more than twelve miles an hour. I was quite satisfied, for the scenery, it not equal to the Via Maia or the gorge of Gondo, was very grand. Where the valley of Stubay enters that of the Wip, at the village of Schon-berg, and a vision of the glaciers and snow-fields closes its vista, the view was so incompa-rably floer than that from the post-road, toat fields closes its vista, the view was so incompa-rably finer than that from the post-road, toat we were all speedily reconciled to the so-called profanation of the Alps by railways. As we advanced further, past the little villages of Matrey and Steinach, it became evident that inis advantage characterizes the whole course of the road. The opposite side of the gorge is less rude; there are here and there cultivated slopes, hanging shelves of grain among the rocks, dark sweeps of pine forest, and more frequent gleams of the high Alps. All these features came into our unfolding piorama, and gave the scenery of the Breuner a variety, a beauly, and a majesty which it certainly did not possess to such a legree in the pictures of my memory.

At the end of an hour the difference in tem-At the end of an hour the difference in tem-penaltare was very perception. The banks of freshly dug earth were smoking from the evaporation of frost, and there was still a gray rime in the shade. The gorge became wilder and ruder, twisting in abrupt turns as it forced its way into the heart of the mountains. The slope below was frequently so steep, that foundation walls were started on the very brink of the stream and carried up hundreds of feet to prevent the track from crumbling away. Yet there was no sense of insecucity; the work was admirable and thorough every-where.

Half an hour more, and the snows were much nearer to us. Icicles hung from the rocks on the upper side of the track, and the air had a wintry edge. At the viliage of Gries, the val-ley forks. That on the left is called the Ober-berg, and into it the track turns for the purpose of making an immense return curve, like that at Kittanning Point, on the Pennsylvania Cen-tral. A projecting spur of the mountains is pierced by a curved tunnel, and the road climbs back into the main valley along the nearly per-pendicular scarp of a tremendous face of rock. This is the most daring and successful piece of work on the line. The grade is so heavy that the locomotive dragged us with an exertion which was felt throughout the whole train. It was like a tired horse on a steep hill-side. A man on foot could easily have keep tace with the panting and groaning monster. Half an hour more, and the snows were much the panting and groaning monster.

When the return curve had been made we saw the post-road, like a white thread, far below us. All difficulties were now at an end. The grade became gentler, and the sides of the valley less abrupt. The short mountain grass, the stream diminished almost to nothing, and the falling apart of the mountains in front, showed that the summit mass thand. Soon a dork little that the summit was at hand. Soon a dark little lake appeared, with a low collar or saddle of pasture beyond, upon which, when we reached it, we is und a post with the words "Summit of the Breuner." Two or three hundred yards for-ther the train stopped at the old Breuner Post-House, and we were all allowed to get out for a

House, and we were all allowed to get out for a few minutes. The distance from Innsbruck to the summit is twenty-one miles by the post-road, and the rallway does not exceed it. Innsbruck is 2000 feet above the sea, so that the elevation be-tween the two points is 2770 feet, or an average of 181 feet to the mile. This considerably sur-passes both the Semmering and the Baltimore and Ohloroad, while the difficulties of construc-tion are much greater. These facts may be of interest at home, now that we are about to cross tion are index greater. These index may be of interest at home, now that we are about to cross two Alpine chains of much greater elevation than the Breuner Pass. The road across the Sterra Nevada has aircady reached a point 1300 feet higher, but without any such extreme grades being required.

From the summit southward, the road has been finished for some time, but was not opened to travel until the whole line was completed. It seems now as if all the communication be-It seems now as if all the communication be-tween Germany and Italy were crowding over this route. Every day the trains are delayed by the rush of travellers. Six weeks ago the last diligence from Botzen drove into Inns-bruck, horses and coachman badged with crape, the coach hung with wreaths of weeping willow, and the postilion blowing a dead-march on his trumpet. Now, instead of one coach with a dozen pessengers, there are two trains a day with two hundred. The southern approach to the pass is more

more. Surveys have been made and projects est on foot for railways over the Simplon and he St. Gotbard; but the Breuner Pass, leading rom Innsbruck into the Valley of the Adige. with two hundred. The southern approach to the pass is more gradual, and offers much greater facilities for the construction of the road. The valley of Eisach is broad, compared with the Wipthal, The Breuner has the advantage of the Adige, The Breuner has the advantage of being the Dwest of all the true Alpine passes. It was hown to the Romans, who always used it for ammunication with their colonies on the oper Danube, and their Dacian and Panno-tan Drovinces. The summit, is 1770 feet proce-Elsach is broad, compared with the Wipthal, the bases of the mountains are more shelving, and the tremendous embankments of the north-ern side are no longer needed. It is about forty miles from the summit to Botzen, which is 950 feet above the sea-level, making an average of a little less than 100 feet per mile for the whole distance. At Franzensfestung and below Atz-wang, the valley contracts to a gorge, and the track is carried through with much labor and expense: elsewhere, it appears to have been easily built. the sea level, but the approaches are similar in grade to those of the other passes. The difficul-

THE DAILY EVENING TELEGRAPH-PHILADELPHIA, SATURDAY, DECEMBER 28, 1867. CLOAKS, ETC. CLOTHING. AKINCS. CHEAP, CHEAPER, CHEAPEST CL 0 CLOTHING IN THE CITY, WE ARE DAILY EXCEIVING THE NEWEST STYLES OF LADIES' CLOAKINGS. WHICH WE OFFER AT GREATLY RE. ROCKHILL & WILSON. DUCED PRICES, IN ADDITION TO A FULL LINE OF FANCY CASSIMERES, Nos. 603 and 605 CHESNUT St. COATINGS. AND GOODS GENERALLY ADAPTED TO MEN'S AND BOYS' WEAR. **Every Garment in our Exten**sive Assortment LOWERED MORRIS, CLOTHIER & LEWIS, in Price to suit the times. We CLOTH JOBBERS, are determined to close out 8 24 6m NOS. 19 AND 21 S. FOURTH ST. our Stock of Overcoats and CLOAKS! CLOAKS! EVERY NEW STYLE HENRY IVENS, NO. 23 S, NINTH 56, Heavy Suits before the Holidays, Very Cheap. Prices greatly reduced on Ordered CLOAKSI CLOAKSI THE CHEAPEST AND BEST. HENRY IVENS, NO. 28 S. NINTH SL. Work. Parents, bring along your CLOAKS! CLOAKS the Boys. We have all kinds of Boys' Clothing, which we will FURS. sell very low. 1867. FALL AND WINTER. 1867. The Best Ready-made Clothing in Philadelphia at the low-FUR HOUSE, est figures. (Established in 1318.) Perfect satisfaction guaran-The undersigned invite the special attention of the teed to every purchaser. 930 3m Ladies to their large stock of FURS, consisting of Muffs, Tippets, Collars, Etc., HATS AND CAPS. IN RUSSIAN SABLE, BUDSON'S BAY SAELE, I THE FALL AND WINTER MINK SABLE BOYAL FRMINE, CHINCHILLA, FITCH, BTO. All of the LATEST STYLES, SUPERIOR FINISH. STYLE HATS and at reasonable prices. Ladies in mourning will find handsome articles AT L. BLAYLOCK'S, PERSIANNES and SIMIAS; the latter a most bean NO. 52 NORTH EIGHTH STREET. tiful fur. CARRIAGE ROSES, SLEIGH ROBES, and FOOT Are commended to the sepecial attention of MUFFS, in great variety. GENTLEMEN OF TASTE AND FASHION, BEING ELEGANT IN OUTLINE, A. K. & F. K. WOMRATH, MATCHLESS IN FABRIC, NO. 417 ARCH STREET. 911 4m CHARMINGTIN FINISH Ar Will remove to our new Store, No. 1212 Cheanut For ease, grace, and fashion, they are [11 22smwoot street, about May 1, 1868. THE MODELS OF THE SEASON. FURNITURE, ETC. 40 HATS NORTH City! FURNITUREI FURNITURE MODERN AND ANTIQUE!

PARLOR, HALL AND CHAMBER SUITS AT REDUCED PRICES.

Our facilities are such that we are easiled to offer at very moderate prices, a large and well-assorted stock of every description of HOUSEHOLD FURNI-TURE AND BEDDING. Goods packed to carry safely to all parts of the

ocuntry. BICHMOND & FOREPAUGH,

9 21 tf NO. 40 S. SECOND STREET.

TO HOUSEKEEPERS. I have a large stock of every variety of

PROPOSALS HEADQUARTERS DEPOT OF THE PLATTE,

HEADQUARTERS DEPOT OF THE PLATTE, CHIEF QUARTERMARTER'S OFFICE, ONAHA, Neb. NOVEMBER 20, 1867. } PROFOSALS FUR ARMY TRANSFORTATION.-Ben ed Propesis will be received at this office until 12 M, on THURSDAY, the 2d day of Jammer, 1863, for the transportation of Milliary Supplies during the year commencing April 1, 1868, and ending March 11, 1868, or Route No. 1, from Cheyenne, Dakota, or such other points as may be determined upon during the year, on the Ormaha Branch of the Utilon Pacific Railroad, west of Cheyenne, to such posts or depoints as are now or may be established in the Ter-ritory of Montane, south of inditude 47 degrees. In the Territory of Idabo, east of longitude 101 degrees, in the Territory of Idabo, east of longitude 101 degrees, in the Territory of Idabo, east of longitude 101 degrees, in the Territory of Idabo, east of longitude 101 degrees, in the Territory of Idabo, east of longitude 101 degrees, in the Territory of Idabo, east of longitude 101 degrees, in the the fleritories of Utab and Colorado, north of latitude 40 degrees, including, if neccessary, Denver out.

Initiate 40 degrees, including, if necessary, Deaver city. The weight to be transported during the year on Boule N6. 1 will not exceed twenty-five million (25,000,000) pounds. Bidders will state the rate per 100 pounds per 100 milles at which they will transport the stores in each month of the year beginning April 1, 1805, and ending Merch 31, 1882. Bidders abould give their names in full, as well as their piaces of residence, and each proposal should be scompanied by a bond in the sum of the thousand (\$10,000, contrast, signed by two or more responsible persons, legally executed and properly stamped guar-ablesing that in case a contrast is awarded for the route monitoned in the proposal to the party pro-posing, the contrast will be accepted and in scale entry dra-and good and sufficient security furnished by said party in accordance with the terms of this advertise-met.

Rach bidder must be present at the opening of the roposals in person or be represented by his at-

torney. The contractor will be required to give \$250,000 Satisfactory evidence of the loyalty and solvency of each bidder and person offered as security will be re-

quired. Proposals must be indorsed "Proposals for Army Transportation on Route No. 1," and none will be en-tertained unless they fully comply with the require-ments of this advertisement. The party to whom the sward is made must be prepared to execute the contrast at once, and to give the required bonds for the initial performance of the contrast.

The right to reject any or all bids that may be offered is reserved.

offered is reserved. The contractor must be in readiness for service by the lat day of April, 1866, and will be required to have a pince of business or skency at which he may be communicated with promptly and readily, for Route No. I, at Cheyenne. Dakots, or at such other point as may be isoficated as the starting point of the route.

as may be isolated as the function of the con-route. Bianks forms, showing the conditions of the con-tract to be entered into, can be bad on application at this office, or at the office of the Quarterivanter at New York, St. Louis, Fort Leavenworth, Santa Fe, and Fort Snelling, and must accompany and be a part of the proposals. By order of the Quartermaster-General. William MYERS, Brevet Brig.-Gen., Chief Quartermaster, Department of the Platte.

PROPOSALS FOR ARMY TRANSPORTA

The year beginning April 1, 1868, and ending March 31, 1868.
 Bidders abould give their names in full, as well as their places of residence, and each proposal should be accompanied by a bond in the sum of ten thousand dollars, signed by two or more responsible persons, guaranteeling that in case a contract is awarded for the route mentioned in the proposal to the party proposing, the contract will be accepted and entered into, and good and sufficient security furnished by said party in accordance with the terms of this sdyertisement.
 The contractor will be required to give bonds in the sum of one hundred thousand dollars (§10,000.)
 Tatisfactory evidence of the loyally and solvency of each bidder and person officed as security will be entered.
 Transportation on Route No. 4," and none will be entered and unless they fully comply with the required to execute the source the and the sum of the solver the security will be required to execute the contract once, and to give the required to a security with the required to execute the contract none of the statistic of the security to whom an award is made must be prepared to execute the contract and solve the required bonds for the faithful performance of the contract.

MOCLELIAND & CO.

AUCTION SALES,

CLOSING SALE OF THE SEASON OF 1600 CASES BOUTE, SHOES, BIOGANS, ETC. On Manday Morning. December 50, com mercing at 10 cases ments, boys, and by catalogue, for cash, 1600 cases ments, boys, and youths' boots, shoes, program, balmorais, etc., alan, women's, nimes, and children's wear, to which the early attention of the trade is called. It2 28 St

JOHN S. MYERS & CO., AUCTIONMS, RE Nos, 201 and 204 MARKET Street.

LARGE PEREMPTORY SALE OF BOOTS, SHORE BROGANS, ETC. On Tuesday Morning, December 31, at 19 of lock, on four months' credit, 1000 packages boots, shoes, brogans, etc. 12.6 4

J. M. GUMMEY & SONS, AUCTIONBERS

Hold Regular Bales of REAL ESTATE, STOCKS, AND SECURITIES AT THE PHILADELPHIA EXCHANCE. Handbills of esch property based separately. Hold catalogues published and circulated, containing full descriptions of property to be sold, as also a par-tial hist of property contained in our Real Entate Eg-ghter, and offered at private sals. Bales advertised daily in all the daily newspapers.

M. THOMAS & SONS, NOS. 133 AND 141

HANDSOME WALNUT FURNITURE Do Monday Morning. At lo o'clock, at No 2022 Green stated, by catalogue, the entire very superior furniture, fuctuating hand-some wainut and garnet pluan drawing-room turni-ture; very superior wainut dising-room furni-ture; thins and garnet must dising-room furni-ture; thins and garnet pluan drawing-room furni-garnet garnet garnet distance related and Brumsels carpets; stair carpets, klichea furniture, etc.

Sale by order of the Hamilton Rifle Company. SHARP'S RIFLES, AMMUN TION, HATS, ETC. On Monday Evening. Dec. 36, at 7 o'clock, as the Commissioners' Hall, Thirty seventh and Market streets, will be sold the property of the Hamilton Rifles, consisting of Sharp's rifles, with sabre bayonets: accourtements for the sem : about 6000 founds of fixed aummunition, hats, etc. The entire proceeds for the benefit of the West Philacelphis Children's Home. II227 21

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 110 CHESNUT Street, rear entrance No. 1107 Sansom M.

Sale at No. 414 N. Sixth street, HOUSEHOLD FURNITURE, ETC., On Monday Morelog, At 1º o'clock, at No. 314 N. Sixth street, will be aoid, the Furniture of a family declining housekeesing, comprising Brussels, ingrain, and Venitian carpena; whinut parlos furniture: chamber, dining room, and kitchen furniture.

SALE OF FINE SHEFFIELD SILVER PLATED WARE, IVORY HANDLE TABLE CUTLERY, FANCY GOUDS, ETC. ETC. On Monday Morolng. At 10% o'clock, and in the evening at 7 o'clock, at the anction store. No. Hilo Chranut street, will be sold, a general assoriment of rich Silver Plated Ware, ivory handle table cutlery, and Bohemian gass 'anoy goods, etc. Catalogues will be ready early on Mon-day. [12 27 38

LARGE SALE OF FASHIONABLE FURS FOR LADIES AND CHILDREN, FUR SLEIGH AND CARLAGE ROBES, ETC. OR TOSAGAY MORNING. December 31, at 10 o'clock, at the auction stors, No. 114 Chesnut street, will be sold, a large assoriment of superior sable, mink fitch, Siberian squirel, and er-mibe furs in sets and singly; also, gentlemen's fur gloves, caps, collars, sic. Also, an assoriment of fine sleigh and carriage robes. 12 25 25

LIPPINCOTT, SON & CO., AUCTIONEERS No. 244 MARKET Street Philadelphia (Premi-ses formerly occupied by Messars. Fancoast & War, nock, Auctioneers.)

SALE OF 600 LOTS OF AMERICAN AND IM-PORTED DRY GOODS, HOSIERY GOOD , NO-TIONS, STOCE OF GOODS, ETC., by Catalogue. On Friday Morning, January 3d, 18%, sale commencing at 10 o'clock. In-cluded will be found a general associment of season-sole goods, suite do ci y jobbing and retail trade. Particulars in future advertisements. 12 28 65

PROPOSALS.

O FFICE CHIEF QUARTERMASTER OFFICE CHIEF QUARTERMASTER FIFTH MILITARY DISTRICT. Frew OFLEANS, La. Dec. 13, 1897. Scaled Proposals are invited and will be received at this office until 12 M., January 18, 1898. for the pur-chase of all the right, tille and interest of the United states in and to the United States Military Railroad trom Brazos Santiaro to While's Ranche, Texas. The safe will include the course track and sidings, buildings, water stations, thrn tables, etc., the rali-road materials and supples perialning to the road, together with the rolling stock, cars, inachinery, and other equipments, as follows:-bis miles railroad track, 4 claw bars, used.

2 pinch bars, used. 1 focomotive herd-light, unserviceal 14 coupling links, good. 580 pounds car springs, good. 12,000 pounds railroad splaces, good. 590 csess ties, good. 2 shackte bars, used. a square bravies, good. I flat ears, worn but serviceable. 2 crows-leet, worn. 4 ra! road frogs and 3 switch stands, worn. depike mauls, worn, 2 jack screws and levers, worn, 2 turn-tables, worn, 2 tura-itables, worn, 2 tura-itables, worn, 2 screw wrenches, worn, 1 hand car, worn, 2 push-car, worn, 1 push car, worn, 1 push car, worn, 1 bush car, fire tongs, worn

ties to be overforme are very much the same, for the amount of distance traversed, and the experiences of this road will thus serve as a stage by which to estimate the feasibility of there over the higher passes. Three days ago we left Munich, and gladly— for it seems to have the most disagreeable limate of any clip in Germany-taking the train for Innsbruck. The route follows the Baizburg road as far as Rosenheim, at the point where the Inn issues from the Tyrolese Alps. leve there is a change of trains, and a delay ot provided for in the time-tables. I could hink of nothing but one of our own rallway anctions, during the session of some political convention. Some hundreds of passengers were discharged upon a long platform in front of an unfinished and very disorderly station

les to be overcome are very much the same,

IN.

ity Ince wore,

and bright;

was on the stroke of eight,

she sat apart,

e hand upon her heart;

And toying with her curls and rings,

At length a step was heard, and then ringing at the door ;

"Five minutes and a half too soon."

My nerves are nearly quite unstrung,

But true love never did run smooth,

And wh n the door was opened wide,

The maid beheld the expected guest,

And told him, with a grace as sweet

And that she thought it was no sin

"Ay, very well," the guest replied,

And she who sent him from the door

LETTER FROM BAYARD TAYLOR.

THE FIRST RAILBOAD OVER THE ALPS.

BOIZEN, IN THE TYROL, Sept. 29, 1867,-It is

tually crosses the Alpine chain, has been

upleted and opened to the public. The only

her road from Central Europe to the Mediter-

kirls the eastern extremity of this great moun-

in barrier, where it is broken by the valleys

f the Drave and Save, and gradually loses

he pass of the Semmering, a feat of engineer-

g hitherto very celebrated in Europe, although

opied after the passage of the Alleghanies on

the Baltimore and Ohio Rallroad, was an eleva-lon of only about three thousand feet, while low of the passes of the Alps are less than six thousand. The tunnel through Mont Cenis was the first endeavor to plerce the chain, and will

undoubtedly be successful in three or four years

elf in the ridges of the Thracian Hæmus.

can-that from Vienna to Trieste-only

hx weeks since the first railroad, which

To send him word she was not in.

And smiled and curtesied her best;

Her mistress had declared it was

And doing other girlish things.

Then to her maid-"It is no sin,

Go quick, and say I am not in.

"For if he loves me as he says,

And come again precisely at ive minutes after eight.

So very earnestly he rung."

id Mrs. Mabel Moore.

le can afford to wait,

As oftentimes is told,

And shivering in the cold,

As if she craved a boon,

"In truth 1 make no doubt

I've surely found her out."

From the N. Y. Tribune.

That whether she be in or no,

Remainsth Mrs. Mabel Moore.

A little bit too soon,

rench rose.

glances shone around,

ood thing she had found.

e satin bows. peeped without

CARY.

awing-room,

house. However, by dint of endless inquiry, I found the propert ain, placed my party in it, and quietly waited until it should move. We reached Kufstein, the first Austrian station, about a hour and a half behind time. It was, to me, a new sensation to enter Austria without my passport being demanded, and to have the top of one trunk lifted as a full examination of our baggage. Austria, at last, rather from the presbaggage. Austria, st hast, rather from the pre-sure of circumstances than from good will, is in the way of reform; but restrictions on the right of travel are falling every where in Europe, with a great deal of o her mediaval nonsense. The Moldavian lady, I was pleased to see, stationed her husband and children in a safe corner, while, dog on arm, she superintended the ex-amination and transplayment of her transfe

mination and transshipment of her trunks, Darkness hid the spiendid Alpine valley of the Inn long before we reach Innsbruck, and the train, instead of passing on over the Breu-ner, as advartised, stopped there for the night, throwing upon the place such an irruption of passengers as might, I feared, exhaust the hotel noom. I chose the "Golden Eagle," be-cause it was Goethe's quarters on his journeys to and from Italy, and when the landlord gave ms No. I, a spacious apartment, tull of decayed splendor, I was sure that it was Gothe's own room. Entering the house under a heavy the Inn long before we reach Innsbruck, and arcade, mounting a broad, worn staircase, and with stone, we plunged into a quiet atmosphere of the past. Pleasant among the many hostels of my travels is the Golden Eagle of Inns-bruck, and worth a hundred Grands Hotels de

Louvre. In the quaint old dining-room bung an origi-nal water-color portrait of Andreas Hofer, with his antograph under it. Seeing that I was in-terested in it, the landlady brought me a copy of the address which Höfer made to the people from the window of the hotel, on the 15th of Angust 1800 after he hold been advocen military August, 1800, after he had been chosen military commander of the Tyrol. It is in the broadest Tyrolese dialect, but is as terse, as vigorous and racy, as a speech of Lincoin or Grant, or a des-patch of Sheridan. Immediately after leaving the city the road begins to ascend. The valley of the Wip, which word he followed pearing to be summit of the

begins to second. The valley of the Wip, which must be followed nearly to the summit of the pass, fails into that of the Inn through a nar-row gorge or gateway. Half a mile of tunnels and deep cuttings brought us into a wild ra-vine, along the precipitous sides of which the road is noiched. The post-road is on the oppo-site side, with a deep gulf and roaring stream between. In front, in the rear, and on either side, high above the ridges of pine, the sky is plerced with plinmeles of snow. The post-road having made a long zigzag at the start, was already considerably above us, but in the course of two or three miles we had overtaken its level. A careful comparison of the two con-vinced me that the ascending grade of the rail-way was fully equal to that of the road; in some places it seemed to be even greater. I could not ascertain the figures, but it was cer-tainly bowhere less than 100 feet to the mile, and in the most difficult parts possibly reached 150. The greatest obstacies to ne overcome was the abruptness of the sides of the glen, which no-where offers a shelf of level soil, but falls sud-denly from the creat fir above to the bed of the size am. The angles of this mountain buttress are stild rock; the sides are often masses of loose, siding fragments, which require immense walls of support to be built up from below. Where there is soil enough to make turt, this is the must be followed nearly to the summit of the walls of support to be built up from below. Where there is soil enough to make turf, this is the best protection. The steep is pegged into diamond patterns from top to bottom and twigs are woven between the pegs, so as to prevent the earth from washing until the grass has taken firm root. Workmen are still every-where busy with these labors, and the traces of the means by which they used to excavate the road still remain. In one place the only ap-proach was by building a bridge of treatle-work, two or three hundred teet high, across the gorge. two or three hundred feet high, across the gorge, and bringing the material from the opposite

On the very summit of the Breuner I saw some patches of oats and barley. For ten miles there is not much change in the vegetation; then chesnuts begin to appear, and vineyards terrace the sunward sides of the mountains. As the train rushes downwards with rejoicing As the train rushes downwards with repleting speed, the landscapes become warmer with every mile. Fig trees hang over the garden wall, and dark Italian cypresses guard the churchyards, until, as you emerge from the jaws of the rocky gorge into the broad valley of the Adige, at Botzen, it is Italy, in form and feature and color, which is before you. B. T.

### LETTER FROM NEW YORK.

Christmas-The Dull Season-Effect of "Strikes"-The Places of Public Amusement-The Grand Duchess of Gerolstein -Its Immense Popularity-Miss Lacorte, etc.

EVENING TELEGRAPH SPECIAL COBRESPONDENCE.] NEW YORK, Dec. 27, 1867.

Wednesday proved to be the dullest Christ-mas that has been known in this city ior fif-teen years, and there is no philosopher who could assign satisfactory causes for it. The poorest people seemed most disposed to enjoy the masives, and did so by parades, mummeries, and visiting the piaces of public amusement. A large number of clerks do not have more than six eventues in the year for their own use, and and visiting the places of plants and some it. A large number of clerks do not have more than six evenings in the year for their own use, and they usually make the best of these opportuni-ties, to the great delight of their sweethearts. An ong the mechanics there was less exube-rance than usual, for they feel this winter the effect of the "strikes" of the spring and sum-mer. Every year the discontented make strikes, which have the effect to paralyze en-terprise, and when winter comes on, the effect of them is severely felt. Frices of labor are well up, but there is scanty employment. Euch must be the result of endeavoring to force prices upon what are called capitalists. Our places of public anusement have not been so well attended this winter as usual. The Italian opera has been a failure, and Max Maretzek has sold out to Leonard Grover, who will, perhaps, make it profiles the elsewhere.

Maretzen has sold out to Leonard Grovel, who will, perhaps, make it profileble elsewhere. The fact is that the French Opera Company did much to ruin the Italian season. The Grand Duchess of Gerolstein is a marvellously fine combination. The artists work admirably and harmoniously together—have perpetual fresh-ness of spirit, and thus, after seventy repre-contained the opera is as new to the unbile seness of spirit, and thus, after seventy repre-sentations, the opera is as new to the public as it was fourteen weeks ago, when it was first produced. Last night, for instance, the house was thronged with beauty, fashion, and culture. Except on last Friday night, when the Duchess appeared at the Academy of Music, there has been no larger andience during the season, and the demand for places for to-morrow night has been such that the theatre will not contain one-half of that the theatre will not contain one-half of those who have made applications for seats. This is pretty well for the seventieth perform-ance! To-morrow, after the matinee, Mr. Birg-field, the active and intelligent business agont, will take the Opera Company to Boston, where Mr. Bateman is at present preparing the stage for the arrival of the Grend Duchos and her Mr Bateman is at present preparing the stage for the arrival of the Grand Duchess and her

for the arrival of the Grand Duchess and her court. There is nothing new in the way of amuse-ments announced, except the grand dramatic recital of Miss Lacoste, which is to take place in February, in the Fifth avenue. It will cen-sist of the acting of the entire play of Julius Casar, Miss Lacoste personating all the char-acters, and speaking the entire text from me-mory. This young American tragedlenne will thus undertake a task never before attempted, and the entertainment will be unlose. The and the entertainment will be unique. The price of the tickets is three dollars, and will be sold by subscription. Consequently the utmost fashion will be represented. The young lady is the nost accomplished and intellectual artistic mentions of the context of the sold sector of the sold sector. B. T. now in the country.

-In the past seven years the monks of Mount St. Gothard have given over twenty thousand meals to needy travellers, and cloth-ing, too, at an expense of less than \$1700.

-Miss Damon, the pretty Universalist preacher, has been called to Cavendish, Vt. If to her lot some heresies may fall, look on her face and you'll forget them all.

### ENGINES, MACHINERY, ETC.

PENN STEAM ENGINE AND PENN STEAM ENGINE AND BOILER WORKS.-NEAFIE & LEVY, FRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER-MAKERS, BLACK-SMITHS, and FOUNDERS, having for many years been in specessful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low-pressure, fron Boilers, Water Tanks, Propelers, etc., respectfully offer their services to the public as being fully prepared to con-tract for engines of all sizes, Marine, River, and Stationary; having sets of pattern-making made at the shoriest notice. High and Low-pressure Fine, Tubular, and Cylinder Boilers, of the best Pennsyl-vania charcoal from. Forgings of all sizes and kinds; from and Brass Castings of all descriptions; Roll turning, Screw Cutting, and all other work connected with the above business. Trawings and specifications for all work done at establishment free of charge, and work guar-anced.

anteed, The subscribers have ample wharf-dock room for repairs of boats, where they can lie in perfect safety, and are provided with abears, blocks, fails, etc. etc., for raising heavy or light weights. JACOB C, NEAFIE, JOHN P. LEVY, \$ 13 BEACH and PALMER Streets,

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WASHINGTON Streets, PHILADELPHIA, MERRICK & SUNS, ENGINEERS AND MACHINISTS, manufacture High and Low Pressure Steam Engines for Land, River, and Marine Service, Boilers, Gasometera, Tanka, Iron Boats, etc. Castings of all kinds, either iron of brass. Iron Frame Ruois for Gas Works, Workshops, and Railroad Stations, etc. Records and Gas Machinery, of the latest and most improved construct on.

Every description of Plantation Machinery, and Every description of Plantation Machinery, and Sugar, Saw, and Grist Mills, Vacuum Paus, Open Steam Trains, Defecators, Filters, Pumping Ensteam Trains, Deteration albes, etc. Sole Agents for N. Billeux's Patent Sugar Bolling Apparatus, Nesmyth's Patent Steam Hammer, and Aspinwati & Woolsey's Patent Centrifugal Sugar Draining Machine. 6 338

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and any information regarding the law cheercall T. STEWART BROWN, S.E. Corpus of FOURTH & CHESTNUT STS TRUNKS, VALISES, BAGS, RETICULES, SHAW STRAPS, HAT CASES, POCKET BOOKS, FLASH

and Traveling Goods generally. W I L L I A M S. G R A N T COM MISSION MERCHANT, No. 28 S. DELAWARE Avenue, Philadelphia,

AGENT FOR Dupont's Gunpowder, Refined Nitre, Charcoal, Etc W. Baker & Co.'s Chocolate, Cocoa, and Broma. Crocker Bros. & Co.'s Yellew Metal Sheathing Bolts and Nails.

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SHOPS: NO. 313 LODGE STREET, AND NO. 1783 CHESNUT STREET,

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FURNITURE, PORNTIORE, Which I will sell at reduced prices, consisting of-PLAIN AND MARBLE TOP COTTAGE SUITS, WALNUT CHAMBER SUITS, PARLOR SUITS IN VALVET PLUSH, PARLOR SUITS IN MAIR OLOTH, PARLOR SUITS IN REPS. Sideboards, Extension Tables, Wardrobes, Book-Cases, Mattresses, Loungos, etc. etc. P. GESTINE.

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French Plate Looking-Glasses,

ENGRAVINGS, PAINTINGS, DRAWINGS, ETC Manufacturer of all kinds of

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TURE FRAMES TO ORDER.

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THIRD DOOR ABOVE THE CONTINENTAL,

PHILADELPHIA. 8 152

LUMBER. 1867.-SELECT WHITE FINE BOARDS AND FLANK. 44, 54, 54, 2, 25, 8, and 4 inch CHOICE PANEL AND 1st COMMON, 1s feet long. 44, 54, 54, 2, 25, 8, and 4 inch white FINE, PANEL PATTERN PLANK, LARGE AND SUPERIOR STOCK ON HAND, 1867.-BUILDING! BUILDING BUILDING! LUMBER! LOMBER! DUMBER! 44 CAROLINA FLOORING, 54 CAROLINA FLOORING, 64 DELAWARE FLOORING, 64 DELAWARE FLOORING, 64 DELAWARE FLOORING, 64 DELAWARE FLOORING, 65 PROCE FLOORING, 85 PRUCE FLO 1867. CEDAR AND CYPRESS 1867.-WALNUT BOARDS. WALNUT PLANK. WALNUT PLANK. LARGE STOCK-SEASONED. 1867. -LUMBER FOR UNDERTAKERS RED CEDAR, WALNUT, AND PINE 1867. -ALBANY LUMBER OF ALL KINDS BEASONED WALNUT. DRY POPLAR, CHERRY, AND ASH, OAK PLANK AND BOARDS, MAHOGANY, ROSEWOOD, AND WALNUT VENEERS. 1867,-CIGAR-BOX MANUFACTURERS, CIGAR-BOX MANUFACTURERS, BPANISH CEDAR BOX BOARDS,

1867.-SPRUCE JOIST! SPRUCE JOIST FROM 14 TO 25 FEET LONG. SUPERIOR NORWAY SCANTLING. MAULE, BROTHER & 00., 81 sp? No. 2500 SOUTH STREET,

U. S. BUILDERS' MILL,

NOS. 24, 26, AND 28 S. FIFTEENTH ST.

ESLER & BRO., Proprietors. Always on hand, made of the Best Seasoned Lumber at low prices.

WOOD MOULDINGS, BRACKETS, BALUSTERS, AND NEWELS.

Neweis, Balusters, Bracket and Wood Monidings, WOOD MOULDINGS, BRACKETS, BALUSTERS AND NEWELS. Walnut and Ash Hand Railing, 3, 3%, and 4 inches.

BUTTERNUT, CHESNUT, WALNUT MOULDINGS to order. 6 12

required bonds for the faithful performance of the contract. The right to reject any and all bids that may be offered is reserved. The constructor must be in readiness for service by the lat day of April, 1888, and will be required to mave a place of business or agency at which he may be com-municated with promptly and readily for Route So, 4, at Saint Paul. Minnesona, Fort Stevenson, Dakota Territory, or at such other point as may be indicated as the starting point of the route. Bink forms, showing the conditions of the contract to be entered into, can be had on application at this office, or at the office of the Quartermaster at New York. Chicago. St. Louis, Fort Leavenworth, Omana, and Fort Snelling, and must accompany and be a part of the proposals S. B. HOLABIRD, Licst-Col. Devuty Q. M. Gen..

Bart of the proposals S. B. HOLABIRD, Liest, Col., Deputy Q. M. Gen., Brevet Srig. Gen. U. S. A., 11 30 tJ19 Chief Q. M., Department of Dakota.

PROPOSALS FOR ARMY TRANSPORTA-

PROFUSALS FOR ARAIT TRANSPORTA-TION. OFFICE CHIEF QUARTERMANTER. FORT LEAVENWORTH, KADSAR, NOV. 15, 1567.] Scaled proposals will be received at this office until 12 o'clock M, the Hith of January, 1868, for the trans-portation of millitary supplies during the year com-mencing April 1, 1868, and ending March 31, 1868, on the following routes:-

BOUTE NO. S.

ROUTE NO. 3. From Fort Union, or such other depot as may be established in the Territory of New Mexico, to any posts or stations that are or may be established in that Territory, and to such posts or stations as may be de-signated in the Territory of Arizona, and in the State of Texas, west of longitude 165 degrees. ROUTE No. 5. From such point as may be designated on the Mis-souri facific Railroad, Sonthwest Branch of Missouri Pacific Railroad, or the Union Pacific Railroad, E. D., to For. Gibson, Indian Territory, or such other point as may be established as the military depot in that Territory.

The weight to be transported during the year will not exceed on Route No. 3, 22,000,000 pounds; on Route No. 8, 5,000,000 pounds; and on Route No. 5, 2000,000 pounds.

No. 8. 6,000,000 poinds; and on House No. 5, 2000,000 poinds. Proposals will be made for each route separately. Bloders will state the rate per 100 poinds per 100 miles at which they will transport the stores in each month of the year, beginning April 1, 1855, and end-ing March 31, 1869. Bidders will give their names in full, as well as their places of residence, and each proposal must be accompanied by a bond in the sum of ten thousand (\$10,000 dollars, duy executed by two or more re-sponsible persons, in legal form and properly stamped, guaranteeing that in case the contract is awarded for the route mentioned in the proposal to the party pro-posing, it will be accepted and entared into, and good and sofficient security furnished by said party in ac-cordance with the terms of this advertisement. Each bloder must be present at the opening of the proposals, or be represented by his attorney. The contractor will be required to give bonds in the following amountar-

On Route No. 2, \$200,000. On Route No. 2, \$200,000. On Route No. 3, \$100,000. On Route No. 3, \$100,000. Eatlafactory evicence of the loyalty and solvency of each bidder and person offered as security will be re-

Benchilder and person offered as security will be re-dured.
Proposals will be indorsed. "Proposals for Army transportation on Route No. "2," 3," or "6," as the comparison of Route No. "2," 3," or "6," as the comparison of Route No. "2," 3," or "6," as the comparison of Route No. "2," 3," or "6," as the comparison of Route No. "2," 3," or "6," as the comparison of Route No. "2," 3," or "6," as the comparison of Route No. "2," 3," or "6," as the comparison of Route No. "2," 3," or "6," as the comparison of Route No. "2," 3," or "6," as the comparison of Route No. "2," 3," or "6," as the comparison of Route No. "2," 1," and the comparison of Route No. 2," 1," and the comparison of Route No. 2," 1," and the comparison of Route No. 2," 1," and the comparison of Route No. 2, at For for seavice by the isider "1 april, 1868, and must have a for seavice by the isider "1 april, 1868, and must have communicated with result, For Route No. 2, at For polar of business of agreed as the depole, and for none No. 5 as Leavenworth, Kansas.
Bindi forms aboving the conditions of the contract for best forms aboving the conditions of the Contract polariton at this office, or at the office of the Guarter-polariton at this office, or at the office of the Guarter-polariton at this office, or at the office of the Guarter-polariton at the secompasity and be a part of the pro-posals.

### L. C. EASTON, Deputy Quartermaster-General, C. Q. M. Dep't of the Missouri. 12 8 tJ11

FITLER, WEAVER & CO.,

MANUFACTURERS OF MANILLA AND TARRED CORDAGE, CORDS, TWINES, RTC.

No. 23 North WATER Street, and No. 22 North DELA WARE Avenue, PHILADELPHIA. LEB, MICHAR **永**父部時,

EDWIN H. FITLER, CONRAD F. CLOTHIER.

Terms of payment reserves the right to reject any or The Government reserves the right to reject any or all blds. Proposals signal be inderesed "Proposals for Brazow Sartiago and Blo Grands Hailroad," and addressed to the uncerspined at this office. Brevet Lieut.-Col. and A. Q. M. U. S. A., in charge of office. 12 21 195

office.

PROPOSALS FOR FORAGE.

DEFOT QUARTERMANTER OFFICE. JEFFRANSONVILLE, Iod., Dec. 15, 1987. ] Scaled proposals will be received at this Office until 12 M., January 2, 1985, for the delivery of a three months' supply of OATS and HAY for this benot Denot The Oats must be of the best quality. The Hay must be of the best quality baled Hay. Forage to be delivered, from time to time, as re-quired by the cflicer in charge. Bids must be made in duplicate, with a copy of this advertisement attached to each, and each bid must be accompanied by the guarantee of two re-sponsible parties that, in cass the contract is awarded to the bidder, good and sufficient bond will be given for the faithful performance of the

ontract. Bids will be endorsed "Proposals for Forage," and dorensed to the undersigned. The right is reserved to reject any or all bids. By order of the Quartermaster-General. 122471] H. C. RANSOM, Brevet Lient.-Col. and Q. M., U.S. A., pepot Q. M.

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FIRST-CLASS BOARDING. Central location. No. 1131 GIRARD Street, west of Eleventh, above Cnessariairest. A hundsome second ; story front room, naminished, new vacant.

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UNITED STATES REVENUE STAMPS.-Central Denot, No. 304 CHESNUT Street. Central Denot, No. 161 South FIFTH Street, one dos below Chesnut Established 1867. Revenue Stamps of every description constantly of hand to any amount. Orders by Mall or Express promptly attended ta.