THE BELLS OF MOSCOW. The Hely City -The Great Bell-The Ivan Tower-Music of the Bells, Etc.

The foreign correspondent of the N. Y. Observer has the following article on "The Bells of Moscow" in the last issue of that paper:— At the foot of the Ivan Tower, in the Kremlin of Moscow, supported by a pedestal of stone, is the largest bell in the world, and probably the largest that ever was in the world. A piece is broken out of its side, and the frag-

ment is lying near. The breadth of the bell is so great-it is twenty feet across-that the cavity underneath has been used as a chapel, where as many people can stand as in a circle sixty feet around.

In Russia the bell is an instrument of music for the worship of God as truly and really as the organ in any other country. This fact is not mentioned in the accounts we have of the wonderful, enormous, and almost incredibly heavy bells that have been cast in Moscow, but it is the key to what would otherwise be difficult to explain. It appears to be stupid to cast bells so large as to be next to impossible for convenient use, in danger always of falling and dragging others to ruin in their fall. But when the bell is a medium of communication with the Infinite, and the worship of a people and an empire finds expression in the majestic tones of a bell, it ceases to be a wonder that a bell should have a tongue which requires twenty-four men to move, and whose music should send a thrill of praise into every house in the city and float away beyond the river into

Moscow is the holy city of the Greek Church. Pilgrims come hither from thousands of miles off, and on foot, and sometimes without I have seen them, with staves in their hands, and their travel-worn feet wound np in cloths, wending their way to the sacred hill. And when they draw nigh unto the city, and on the evening air the music of these holy bells is first borne to their ears, they fall upon their faces, prostrate, and worship God. If they could go no further, they would be content to die there, for they have heard the bells of Mosoow, and on their majestic tones their souls have been taken up to heaven This is the sentiment of the superstitions peasant; and it is a beautiful sentiment, ideal indeed, but all the more delicate and exalted.

As long as five hundred years ago, this casting of bells was an art in Russia. It is one of the fine arts now. Perhaps our great bell founders, the Meneelys, will not admit that the founders there have any more skill in their manufacture than we have, and I am not sure that their bells have any tones more exquisite than ours would have if we would put as much silver and gold into our bell metal as they do. But so long as those precious metals are at the present premium, little or none of them will find its way into our church belis. We have not the mistaken idea of the Russian as to the use of a bell. We use it to call the people to the house of worship. They use the bell for worship. Our bells speak to us. Their bells praise God. They cast their silver and their gold into the molten mass, and it becomes an offering, as on an altar, to Him who is worshipped with every silvery note and golden tone of the holy bell. This one great bell is the growth of centu-

ries. In 1553 it was east, and weighed only 36,000 pounds. It fell in a fire and was recast in 1654, being increased to the astonishing weight of 288,000 pounds. This was too vast a weight to be taken up to the top of the tower, and it was sustained by a frame at the foot of it. In 1706 it fell in another fire and was broken into fragments, which lay there on the ground about thirty years. It was recast in 1733, and four years afterwards a piece was knocked out of the side of it, and it has been standing here on the ground more than a century. It weighs 444,000 pounds! In the thickest part it is two feet through. It has relief pic-tures on it of the Emperor and Empress, of the Saviour and the Virgin Mary, and the Evangelists.

Ascending the Ivan tower, we find on three successive stories bells to the number of thirtyfour. Some of these are of a size to fill one with astonishment had he not seen the giant below. The largest is on the first story above the chapel, and weighs more than sixty tons. It swings freely and is easily rung. I smote it with the palm of my hand, supposing that such a blow could not produce the slightest vibration in such a mighty mass of iron, but it rung out as clear and startling as if a spirit within had responded to my knock without. Two bells are of solid silver, and their tones are exquisitely soft, liquid, and pure. It was exciting to go from one to another and strike them with their tongues, or with your hand, and catch the variety and richness of their several melodies. The chapel below is dedicated to the patron

saint of all ladies about to be married, and it may be readily believed that the bell that gives expression to their prayers will have, at least to their ears, the sweetest tone of all the bells in Moscow.

I had come down from the Kremi'n to my lodgings at Billot's, and, wearied with the warderings of the day, was lying on the bed and looking out on the city. It is just before sunset, and the day has been oppressively warm. A delicious glow from the gorgeous west is bathing all the domes and roofs with splendid colors, and silence is stealing in with the set-ting sun upon the crowded town. It is the eve of one of their most holy festivals of the Church. One vast church edifice is directive in view of my window, and but a short way off.

comes the softest, sweetest tone of an evening bell. Another tone responds. A third heard. The lyan tower on the height of the Kremlin utters his tremendous voice, like the voice of many waters. And all the churches and towers over the whole city, four hundred bells and more, in concert, in harmony, "with notes almost divine," list up their voices in an anthem of praise, such as I never thought to hear with mortal ears; waves of melody, an ocean of music, deep, rolling, heaving, changing, swelling, sinking, rising, sounding, over-

As I lie musing from this church at hand

whelming, exalting.
I had heard the great organs of Europe but they were tame and trifling compared with this. The anthem of Nature at Niagara is familiar to my ear, but its thunder is one great monotone. The music of Moscow's bells is above and beyond them all. It is the voice of the people. It utters the emotions of millions of loving, beating, longing hearts, not enlightened, perhaps, like yours, but all crying out to the Great Father, in these solmn and inspiring tones, as if these tongues had voices to cry:—"Holy, Holy, Holy, Lord God Almighty, Heaven and Earth are full of Thy glory."

-Digging has commenced for the foundations of the Lincoln monument at Spring-field, Ill.

-Mrs. E. L. Davenport lost \$700 worth of jewelry in Portland. -The Cuban rebellion has depreciated the cost value of slaves.

-Burlingame has made his peace with the new British ministry. -The "handbills" reproduced by the Daily were prejudicial to the success of its can-

-Chicago hopes for direct trade with the West Indian.

FINANCIAL.

THE

RAILROAD COMPANY

OFFER A LIMITED AMOUNT OF THEIR

Mortgage Bonds

Nine Bundred and Sixty Miles

AT PAR.

Of the line West from Omaha are now completed, and the work is going on through the Winter. As the distance between the finished portion of the Union and Central Pacific Rallroads is now less than 400 mker and both Companies are pushing forward the work with great energy, employing over 30,000 man, there can be no doubt that the whole

Grand Line to the Pacific

Will be Open for Business in the Summer of 1869.

The regular Government Commissioners have pro nounced the Union Pacific Railroad to be FIRST-CLASS in every respect, and the Special Commission

appointed by the President says:"Taken as a whole, THE UNION PACIFIC RAIL-ROAD HAS BEEN WELL CONST UCTED, AND THE GENERAL ROUTE FOR THE LINE EX-CEEDINGLY WELL SELECTED. The energy and perseverance with which the work has been urged forward and the rapicity with which it has been executed are without parallel in h story, and in grandeur and magnitude of undertaking it has never been equalled." The Report states that any deficiencies that exist are only those incident to all newroads, and that could not have been avoided without materially retarding the progress of the great work. Such deficiencles are supplied by ail railroad companies after the completion of the line, when and wherever experience shows them to be necessary. The report concludes by saying that "the country has reason to congratulate itself that this great work of national importance is so rapidly approaching completion under such faverable auspices." The Company now have in use 137 locomotives and nearly 2000 cars of all descrip tions. A large additional equipment its ordered to be ready in the spring. The grading is nearly completed, and ties distributed for 120 miles in advance of the western end of the track. Fully 120 miles of iron for new track are now delivered west of the Missouri Blver, and so miles more are on route. The total expenditures for construction purposes in advance of the completed portion of the road is not less than eight million dollars

Besides a donation from the Government of 2,800 acres of land per mile, the Company is entitled to a subsidy in U. S. Bonds on its line as completed and accepted, at the average rate of about \$29,000 per mile, according to the difficulties encountered, for which the Government takes a second lien as security. The Company have already received \$22,158,000 of this subsidy, of which \$1.200,000 was paid Dec. 6, and

Government Aid-Security of the Bonds.

By its charter, the Company is permitted to issue its own FIRST MORTGAGE BONDS to the same amount as the Government Bonds. and an arrive These Bonds are a Prior mortgage upon the whole road and all its equipments. Such a mortgage upon what, for a long time, will be the only railroad con necting the Atlantic and Pacific States, takes the highest rank as a safe security. The earnings from the way or local business for the year ending June 30, 1868, on an average of 472 miles, were over FOUR MILLION LOLLARS, which, after paying all expenses, were much more than sufficient to cover all interest liability upon that distance, and the earn" ings for the last five months have been \$2 386,870. They would have been greater if the road had not been taxed to its utmost capacity to transport its own material for construction. The income from the great passenger travel, the China freights, and the supplies for the new Rocky Mountain States and Territorics, must be amplejfor all interest and other liabilities. No political action can reduce the rate of interest. It must remain for thirty years-six per cent. per annum in gold, now equal to between eight and nine per cent, in currency. The principal is then payable in gold. If a bond with such guarantees were haued by the Government, its market price would not be less than from 20 to 25 per cent. premlum. An these bonds are issued under Government authority and supervision, upon what is very largely a Government work, they must ultimately approach Goverument prices. No other corporate bonds are made The price for the present is PAR, and accrued in-

terest at 6 per cent. from July 1, 1868, in currency. Subscriptions will be received in Phliadelphia by

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And in New York AT THE COMPANY'S OFFICE,

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the advertised agents.

JOHN J, CINCO & SON, BANKERS, No. 59 WALL Street,

And by the Company's advertised Agents through-

out the United States. Bonds sent iree, but parties subscribing through local agents will look to them for their safe delivery. A NEW PAMPHLET AND MAP WAS ISSUED OUTOBER 1, containing a report of the progress of the work to that date, and a more complete statement in relation to the value of the bonds than can

The Coupons of the First Mortgage Bonds

be given in an advertisement, which will be sent free on app leation at the Company's offices, or to any of

UNION PACIFIC RAILROAD COMPANY,

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DUE JANUARY 1, 1869,

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