

YOSEMITE. Description of the Famous California Valley—The Mariposa Big Trees—The Finest Scenery in America.

These magnificent groves, known to the learned as the Sequoia Gigantea, are about six miles up the mountains, on the right of the Mariposa trail, and can only be reached by taking the branch trail at Clark's. They are well worth seeing, and are generally visited by the Yosemite travellers. The grove is entered along over an extent of six miles or more, and comprises about six hundred trees. Of these, the largest is the "Grizzly Giant," which is 102 feet in circumference, and stands quite alone in its grizzled and savage dignity. Others stand in groups of twos and threes, over rolling slopes and sharp mountain spurs, bearing for the most part, such absurd and maladropt names as the vanity or shallowness of a casual relation appears to have suggested.

The Duke Gwin and his political restrictions have left their names here only to be succeeded by other and later surnames. Of the names bestowed for those who are yet living, the most appropriate was that of a sturdy, shapely, resolute-looking tree, nearly one hundred feet around, called "Grant." Of course, Washington and Lafayette, and all the early worthies of American history, are represented in the nomenclature of the grove, but "Graces," "Brothers," "Sisters," and such like, are profusely scattered around with the ephemeral titles of politicians. The average height of the Mariposa trees is about 250 feet, and three or four which exceed 100 feet in circumference. Scattered among these giants are numerous ordinary pines, large enough to attract attention anywhere else, but ridiculously dwarfed by comparison with the vast columns of wood and bark which seem to support the sky. One seems to be in some grand old cathedral, arched and fretted with vermal tracery overhead, and abled in long vistas of noble columns which lead on and on in every direction. Taking one of these giants separately, it does not appear overwhelming in size, because one loses the idea that it is a tree; it seems more like some fantastic enormity of an unknown origin. The trunk, velvety with brown bark, or scarred with fires and storms, rises massive and compact as an Egyptian monolith, while above the rugged and angular branches struggle wildly out against the sky. So have they struggled for the ascent of the defying tempest, hail, and snow. So will they still branch their airy arms above the mountain tops, when the men whose feeble names they bear for the brief moment shall have been forgotten in dust of ages. The Mariposa Grove is included in the grant made to this State by the National Congress with the Yosemite Valley, though the trees and valley are not included in the same tract. The trees are not now in the country whose name they bear, but in Fresno, that portion of Mariposa having been set off as a separate county some years since. Galen Clark, of the homelike ranch where we stop, is guardian of the trees and valley.

Leaving the hospitable ranch of Mr. Clark, where we have had the wild luxuries of venison, bear meat, and mountain trout, we cross the South Fork of the Merced, and commence the ascent of the mountain that intervenes between us and the famous Yosemite Valley. This is work in earnest, and is rough travelling, especially at this season, when little or no labor has been done on the trails, and snow is still lying on the mountains. Still, there is something inspiring and invigorating about the pure, cool atmosphere, the aromatic odors of the pines and firs, the freshness of the opening spring, and the sunny face that nature wears. It must be a very poor sort of dome indeed that would not afford a healthy salubrity, and I suppose our company would have been an exception to every other that ever crossed these sun-baked, breezy heights, if it did not break forth into singing—exhausting every popular air, from ancient opera down to "Coal-Oil Tommy," and "Marching Through Georgia," which last is, for some occult reason, specially dedicated to this trip through the mountains to Yosemite. We had twenty-six miles of horseback riding from Clark's to Hutchings' hotel in the valley, and while I would not say one word against the utility of the conveyance of these pack animals, I must declare that their miles are most generous and ample. It is just so all through the region; on all the trails the miles partake of the greatness of everything else, and are gotten up regardless of expense or the small considerations of size or space. A mile in this region is positively an undetermined quantity. Particularly long were the miles through the snow. Passing up the summit, over sharp crests and ice-cold mountain streamlets, we saw through sudden openings the magnificent valley of the San Joaquin, and the rocky terraces, both of which in later verdure, and stretching away, laced with winding streams, to the blue distance of the Coast Range, whose peaks lay like enormous clouds upon the horizon. Nearer, the dull level of the plain billowed up into the heaving foothills, and where we stood, on the sharp peak of this vast sea of earth, rock, and verdure was foamy white with the snows of early spring. We had left summer fruits and flowers below us, but here were the swelling buds of the almond and the plum, and the rosy young leaves of the oak. Over long wastes of snow, on which the sun rained its fiery arrows down, we now look our way. Blinded by the blaze of light, we travelled over long swells of snow, which were occasionally broken by curious patches of marshy land, green and brown with new verdure, and sloppy and soppy with melted snow, guided on our uncertain trail by a few "blazed" trees along the route, we entered steadily over the firm surface, slid down the more than declivities, waded among the tall cedars or wallowed in the treacherous drifts which gave way beneath the weight of our animals, precipitating man and beast into a slough of despond from which it was not easy for them to extricate themselves.

But the longest day has an end, and after enjoying the novel pleasure of summer traveling in the snow, we passed out of the cooler region into the steep slopes which run into the Yosemite Valley. A few hours before sunset we reached the hospitable and comprehensive view of the Yosemite Valley. Enthusiastic persons are in the habit of exclaiming here that they are now fully repaid for the whole journey. Without intending any disrespect to the view, I will merely say that none of our party declared the name of being enthusiastic. Still, the sight was a glorious one. The gigantic walls of the Valley, painted by the declining sun, winding in an immense vista into the distance, the emerald glow of meadows, the divided by the snake-like Merced, the numerous falls, the heights above, and the tall, sharp, white peaks of mountains which stand grand over all, form a picture seen only from inspiration point. Descending by a steep and precipitous trail, and leading our horses, we reached, after innumerable windings, the level of the valley beneath, right glad to be on comparatively another ground once more. We passed the Middle Fork of the Merced, which runs through the valley, very high, but fordable on all the route up to Hutchings' house. On the right we passed the famous Bridal Veil Cataract, falling into the tall tree tops, over which hovered rainbows innumerable, and bounding over the fall, and mingling with the deep green of the pines below. At 7 o'clock in the evening, as weary, and jaded, and hungry as any party that enters the valley, we reached the hospitable hostelry of Mr. Hutchings. I do not suppose that our experience differs from that of every other mountain tourist, but never, while memory lasts and "reason holds her seat," etc. (see Hamlet), will any one of our party forget the measureless content that possessed our souls as we were received into the Hutchings' hospice, and appropriated its blessings of fragrant coffee, real cream, and other caresses, generous fire-places and roaring fire, clean sweet beds, and hearty cheer. Rest, repose, and refreshments are here—behold are the picturesque perils of the wilderness. We have left the fickle appetite and insidious kicksaws of fancy cookery in the city far away; here mountain trout, as well as good digestion, went on appetite, and health on both.

RAILROAD LINES. NORTH PENNSYLVANIA RAILROAD.

THE NORTH PENNSYLVANIA RAILROAD, connecting Philadelphia with the West, is now open for business. The line runs from Philadelphia to Harrisburg, and is operated by the Pennsylvania Railroad Company. The following are the principal stations and the times of the trains:

PHILADELPHIA TO HARRISBURG. Trains leave Philadelphia at 7:30 A.M., 12:30 P.M., and 6:00 P.M. Harrisburg is reached at 10:30 A.M., 4:30 P.M., and 11:30 P.M. respectively. The return trains leave Harrisburg at 6:30 A.M., 1:30 P.M., and 8:30 P.M., reaching Philadelphia at 9:30 A.M., 4:30 P.M., and 11:30 P.M. respectively.

HARRISBURG TO PHILADELPHIA. Trains leave Harrisburg at 7:30 A.M., 12:30 P.M., and 6:00 P.M. Philadelphia is reached at 10:30 A.M., 4:30 P.M., and 11:30 P.M. respectively. The return trains leave Philadelphia at 6:30 A.M., 1:30 P.M., and 8:30 P.M., reaching Harrisburg at 9:30 A.M., 4:30 P.M., and 11:30 P.M. respectively.

PHILADELPHIA TO BALTIMORE. Trains leave Philadelphia at 7:30 A.M., 12:30 P.M., and 6:00 P.M. Baltimore is reached at 11:30 A.M., 5:30 P.M., and 11:30 P.M. respectively. The return trains leave Baltimore at 6:30 A.M., 1:30 P.M., and 8:30 P.M., reaching Philadelphia at 9:30 A.M., 4:30 P.M., and 11:30 P.M. respectively.

PHILADELPHIA TO WASHINGTON. Trains leave Philadelphia at 7:30 A.M., 12:30 P.M., and 6:00 P.M. Washington is reached at 11:30 A.M., 5:30 P.M., and 11:30 P.M. respectively. The return trains leave Washington at 6:30 A.M., 1:30 P.M., and 8:30 P.M., reaching Philadelphia at 9:30 A.M., 4:30 P.M., and 11:30 P.M. respectively.

PHILADELPHIA TO NEW YORK. Trains leave Philadelphia at 7:30 A.M., 12:30 P.M., and 6:00 P.M. New York is reached at 11:30 A.M., 5:30 P.M., and 11:30 P.M. respectively. The return trains leave New York at 6:30 A.M., 1:30 P.M., and 8:30 P.M., reaching Philadelphia at 9:30 A.M., 4:30 P.M., and 11:30 P.M. respectively.

RAILROAD LINES. READING RAILROAD-GREAT TRUNK.

THE READING RAILROAD-GREAT TRUNK, connecting Philadelphia with the West, is now open for business. The line runs from Philadelphia to Harrisburg, and is operated by the Reading Railroad Company. The following are the principal stations and the times of the trains:

PHILADELPHIA TO HARRISBURG. Trains leave Philadelphia at 7:30 A.M., 12:30 P.M., and 6:00 P.M. Harrisburg is reached at 10:30 A.M., 4:30 P.M., and 11:30 P.M. respectively. The return trains leave Harrisburg at 6:30 A.M., 1:30 P.M., and 8:30 P.M., reaching Philadelphia at 9:30 A.M., 4:30 P.M., and 11:30 P.M. respectively.

HARRISBURG TO PHILADELPHIA. Trains leave Harrisburg at 7:30 A.M., 12:30 P.M., and 6:00 P.M. Philadelphia is reached at 10:30 A.M., 4:30 P.M., and 11:30 P.M. respectively. The return trains leave Philadelphia at 6:30 A.M., 1:30 P.M., and 8:30 P.M., reaching Harrisburg at 9:30 A.M., 4:30 P.M., and 11:30 P.M. respectively.

PHILADELPHIA TO BALTIMORE. Trains leave Philadelphia at 7:30 A.M., 12:30 P.M., and 6:00 P.M. Baltimore is reached at 11:30 A.M., 5:30 P.M., and 11:30 P.M. respectively. The return trains leave Baltimore at 6:30 A.M., 1:30 P.M., and 8:30 P.M., reaching Philadelphia at 9:30 A.M., 4:30 P.M., and 11:30 P.M. respectively.

PHILADELPHIA TO WASHINGTON. Trains leave Philadelphia at 7:30 A.M., 12:30 P.M., and 6:00 P.M. Washington is reached at 11:30 A.M., 5:30 P.M., and 11:30 P.M. respectively. The return trains leave Washington at 6:30 A.M., 1:30 P.M., and 8:30 P.M., reaching Philadelphia at 9:30 A.M., 4:30 P.M., and 11:30 P.M. respectively.

PHILADELPHIA TO NEW YORK. Trains leave Philadelphia at 7:30 A.M., 12:30 P.M., and 6:00 P.M. New York is reached at 11:30 A.M., 5:30 P.M., and 11:30 P.M. respectively. The return trains leave New York at 6:30 A.M., 1:30 P.M., and 8:30 P.M., reaching Philadelphia at 9:30 A.M., 4:30 P.M., and 11:30 P.M. respectively.

RAILROAD LINES. BALTIMORE AND OHIO RAILROAD.

THE BALTIMORE AND OHIO RAILROAD, connecting Philadelphia with the West, is now open for business. The line runs from Philadelphia to Harrisburg, and is operated by the Baltimore and Ohio Railroad Company. The following are the principal stations and the times of the trains:

PHILADELPHIA TO HARRISBURG. Trains leave Philadelphia at 7:30 A.M., 12:30 P.M., and 6:00 P.M. Harrisburg is reached at 10:30 A.M., 4:30 P.M., and 11:30 P.M. respectively. The return trains leave Harrisburg at 6:30 A.M., 1:30 P.M., and 8:30 P.M., reaching Philadelphia at 9:30 A.M., 4:30 P.M., and 11:30 P.M. respectively.

HARRISBURG TO PHILADELPHIA. Trains leave Harrisburg at 7:30 A.M., 12:30 P.M., and 6:00 P.M. Philadelphia is reached at 10:30 A.M., 4:30 P.M., and 11:30 P.M. respectively. The return trains leave Philadelphia at 6:30 A.M., 1:30 P.M., and 8:30 P.M., reaching Harrisburg at 9:30 A.M., 4:30 P.M., and 11:30 P.M. respectively.

PHILADELPHIA TO BALTIMORE. Trains leave Philadelphia at 7:30 A.M., 12:30 P.M., and 6:00 P.M. Baltimore is reached at 11:30 A.M., 5:30 P.M., and 11:30 P.M. respectively. The return trains leave Baltimore at 6:30 A.M., 1:30 P.M., and 8:30 P.M., reaching Philadelphia at 9:30 A.M., 4:30 P.M., and 11:30 P.M. respectively.

PHILADELPHIA TO WASHINGTON. Trains leave Philadelphia at 7:30 A.M., 12:30 P.M., and 6:00 P.M. Washington is reached at 11:30 A.M., 5:30 P.M., and 11:30 P.M. respectively. The return trains leave Washington at 6:30 A.M., 1:30 P.M., and 8:30 P.M., reaching Philadelphia at 9:30 A.M., 4:30 P.M., and 11:30 P.M. respectively.

PHILADELPHIA TO NEW YORK. Trains leave Philadelphia at 7:30 A.M., 12:30 P.M., and 6:00 P.M. New York is reached at 11:30 A.M., 5:30 P.M., and 11:30 P.M. respectively. The return trains leave New York at 6:30 A.M., 1:30 P.M., and 8:30 P.M., reaching Philadelphia at 9:30 A.M., 4:30 P.M., and 11:30 P.M. respectively.

RAILROAD LINES. PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.

THE PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD, connecting Philadelphia with the West, is now open for business. The line runs from Philadelphia to Harrisburg, and is operated by the Philadelphia, Wilmington and Baltimore Railroad Company. The following are the principal stations and the times of the trains:

PHILADELPHIA TO HARRISBURG. Trains leave Philadelphia at 7:30 A.M., 12:30 P.M., and 6:00 P.M. Harrisburg is reached at 10:30 A.M., 4:30 P.M., and 11:30 P.M. respectively. The return trains leave Harrisburg at 6:30 A.M., 1:30 P.M., and 8:30 P.M., reaching Philadelphia at 9:30 A.M., 4:30 P.M., and 11:30 P.M. respectively.

HARRISBURG TO PHILADELPHIA. Trains leave Harrisburg at 7:30 A.M., 12:30 P.M., and 6:00 P.M. Philadelphia is reached at 10:30 A.M., 4:30 P.M., and 11:30 P.M. respectively. The return trains leave Philadelphia at 6:30 A.M., 1:30 P.M., and 8:30 P.M., reaching Harrisburg at 9:30 A.M., 4:30 P.M., and 11:30 P.M. respectively.

PHILADELPHIA TO BALTIMORE. Trains leave Philadelphia at 7:30 A.M., 12:30 P.M., and 6:00 P.M. Baltimore is reached at 11:30 A.M., 5:30 P.M., and 11:30 P.M. respectively. The return trains leave Baltimore at 6:30 A.M., 1:30 P.M., and 8:30 P.M., reaching Philadelphia at 9:30 A.M., 4:30 P.M., and 11:30 P.M. respectively.

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PHILADELPHIA TO NEW YORK. Trains leave Philadelphia at 7:30 A.M., 12:30 P.M., and 6:00 P.M. New York is reached at 11:30 A.M., 5:30 P.M., and 11:30 P.M. respectively. The return trains leave New York at 6:30 A.M., 1:30 P.M., and 8:30 P.M., reaching Philadelphia at 9:30 A.M., 4:30 P.M., and 11:30 P.M. respectively.

AUCTION SALES. M. THOMAS & SONS, NOS. 139 AND 141 N. 9th Street.

M. THOMAS & SONS, NOS. 139 AND 141 N. 9th Street, Philadelphia, are offering at public auction on Monday, July 20, 1868, at 10 o'clock, a large lot of household furniture, including a grand piano, a fine dining table, a large sideboard, and many other articles of household furniture. The goods are of the best quality and are offered at a low price. For a full description of the goods, see the advertisement in the Evening Telegraph of the 19th inst.

On Tuesday morning, July 21, at 10 o'clock, at the Philadelphia Exchange, on Tuesday, July 21, 1868, at 12 o'clock, on the Philadelphia Exchange, the Executors of the Estate of JAMES GALBRAITH, deceased, will offer at public auction, on the premises of the late James Galbraith, a large lot of household furniture, including a grand piano, a fine dining table, a large sideboard, and many other articles of household furniture. The goods are of the best quality and are offered at a low price. For a full description of the goods, see the advertisement in the Evening Telegraph of the 19th inst.

On Wednesday morning, July 22, at 10 o'clock, at the Philadelphia Exchange, on Wednesday, July 22, 1868, at 12 o'clock, on the Philadelphia Exchange, the Executors of the Estate of JAMES GALBRAITH, deceased, will offer at public auction, on the premises of the late James Galbraith, a large lot of household furniture, including a grand piano, a fine dining table, a large sideboard, and many other articles of household furniture. The goods are of the best quality and are offered at a low price. For a full description of the goods, see the advertisement in the Evening Telegraph of the 19th inst.

On Thursday morning, July 23, at 10 o'clock, at the Philadelphia Exchange, on Thursday, July 23, 1868, at 12 o'clock, on the Philadelphia Exchange, the Executors of the Estate of JAMES GALBRAITH, deceased, will offer at public auction, on the premises of the late James Galbraith, a large lot of household furniture, including a grand piano, a fine dining table, a large sideboard, and many other articles of household furniture. The goods are of the best quality and are offered at a low price. For a full description of the goods, see the advertisement in the Evening Telegraph of the 19th inst.

On Friday morning, July 24, at 10 o'clock, at the Philadelphia Exchange, on Friday, July 24, 1868, at 12 o'clock, on the Philadelphia Exchange, the Executors of the Estate of JAMES GALBRAITH, deceased, will offer at public auction, on the premises of the late James Galbraith, a large lot of household furniture, including a grand piano, a fine dining table, a large sideboard, and many other articles of household furniture. The goods are of the best quality and are offered at a low price. For a full description of the goods, see the advertisement in the Evening Telegraph of the 19th inst.

On Saturday morning, July 25, at 10 o'clock, at the Philadelphia Exchange, on Saturday, July 25, 1868, at 12 o'clock, on the Philadelphia Exchange, the Executors of the Estate of JAMES GALBRAITH, deceased, will offer at public auction, on the premises of the late James Galbraith, a large lot of household furniture, including a grand piano, a fine dining table, a large sideboard, and many other articles of household furniture. The goods are of the best quality and are offered at a low price. For a full description of the goods, see the advertisement in the Evening Telegraph of the 19th inst.

On Sunday morning, July 26, at 10 o'clock, at the Philadelphia Exchange, on Sunday, July 26, 1868, at 12 o'clock, on the Philadelphia Exchange, the Executors of the Estate of JAMES GALBRAITH, deceased, will offer at public auction, on the premises of the late James Galbraith, a large lot of household furniture, including a grand piano, a fine dining table, a large sideboard, and many other articles of household furniture. The goods are of the best quality and are offered at a low price. For a full description of the goods, see the advertisement in the Evening Telegraph of the 19th inst.

THE ADAMS EXPRESS COMPANY OFFICE. No. 225 CHESTNUT STREET, PHILADELPHIA. For particulars, apply to the principal office at New York.

PHILADELPHIA AND BALTIMORE RAILROAD. Trains leave Philadelphia at 7:30 A.M., 12:30 P.M., and 6:00 P.M. Baltimore is reached at 11:30 A.M., 5:30 P.M., and 11:30 P.M. respectively.