From Heine's Book of Sunga. The night is wet and windy, The heaven without a star, 'Neath the forest's wrestling branches In silence I wander far.

There gleams a light in the distance, From the forester's lonely cot, But it sheds no ray of welcome, It warns me from the spot. Yes; the grandmother old and sightless, Aloof in her leathern chair,

Sits weird and stiff as a statue, And breathes nor curse nor prayer. Up and down goes storming The forester's red-haired son, And laughs in scorn and fary As he hurls at the wall his gun. The fair young spinner weepeth, Till the flax runs dripping round; Low crouching at her ancle Lies whining the father's hound.

### EARLY LAKE NAVIGATION.

Interesting Reminiscences. An "Ancient Mariner" contributes to the Cleveland (Ohio) Plaindealer the following bit of history of shipping on the lakes:—

After passing all the grades, from the

boy before the mast to first officer and pilot, and having sailed pretty much over the upper and lower lakes, I got command of the schooner America in 1830. She belonged to T. P. May and Melanethon Barnett. I sailed her about three years, then the schooners Aurora, the Edward Sacket, and Eliza, and Lorain, and last, the schooner Ohlo. At the close of the year 1836 I left the lakes, having been pretty steadily salling for fourteen years. When I began to go on the lakes the mouth

of the river at Cleveland was unprotected by any pier, and vessels got into the harbor only at high water. While sailing in the schooner Mercator in 1822, we could not enter the harbor during the whole summer, although the little hooker only drew three and a half feet of water. I recollect that in the fall, arriving off the mouth of the Cuyahoga during a very heavy gale, several ves-sels had already gone ashore on the beach. We had to anchor outside, but Captain Johnson, thinking we could not hold on and that she was dragging her anchor, slipped her cable and let her drive upon the beach east of the river mouth. When she struck we all jumped overboard and made our way through the surf to the

"In 1832, the first year of the cholera in this country, a great deal of excitement pervaded the townspeople of Cleveland, and great pains were taken to prevent the vessels from bringing the infection into the port. I was running my vessel to Buffalo. In Buffalo the pestilence raged. I recollect arriving at the Cleveland pier that summer, with a very strong breeze and on entering the pier with a good headway under full sail. I was halled by the quarantine police, armed with muskets, and drawn up on the pier to compel vessels to 'come to,' outside of the harbor. I was inquired of, as the vessel came in kiting, whether I had any cholera on board, but the stiff breeze did not give me time to report no consignment of that sort before we had passed the port guard and were half way

When I first began to sail on these lakes, the dangers of navigation were much greater than at the present day, on account of the almost total want of harbors and lighthouses. That was in 1824, and the only lighthouses on Lake Eric were at Buffalo, Eric, and Sandusky

I was in Buffalo harbor with the schooner Prudence, in 1826, when the news was received of the death of the two ex-Presidents, Thomas Jefferson and John Adams.

The departure of these two great men of the Revolution had occurred on the 4th of July of that year. The town authorities, the citizens, and the masters and scamen of vessels in port, united in demonstrations suitable to such an occasion. The vessels all wore their colors at half-mast. The old steamer Superior fired minute guns up at the foot of Main street, where she lay. We had a small swivel-gun on where she lay. We had a small swivel-gan on the Prudence. The Mayor supplied us with ammunition, and we joined in the demonstration by firing minute guns during the day.

"I went to the upper lakes in 1828 on the schooner America, Captain William Keith. We were engaged in carrying supplies for the Government troops.

"Chicago had no harbor or piers, and we anchored off the mouth of the creek. There was very little to indicate a town in that day. The old fort, a stockade of logs set upright in the ground, was near the mouth of the creek on the mouth side and contained a course of companies. south side, and contained a couple of companies of soldies who had come across from Prairie du Chien recently. Besides the fort there were only three houses in the place, one of which was on each side of the river, and one near the forks of the creek. Nothing but a low prairle, desolate and unoccupied, met the view.
"Sheboygan and Milwaukee were unknown

except as Indian names of small creeks which

emptied into Lake Michigan.

"We always stopped at Mackinac Island on our way to the upper lakes. It was the place to which great numbers of Indians gathered once a year to receive presents from the Government, I recollect to seeing there at one time three thousand of them; their tents extended for a mile or so along the shore. The day after the distribution of money and blankets had taken place at the Mackinac, by sunrise the whole encampment had broken up, and the Indians had embarked in their canoes. There must have been over eight hundred bark canoes; and I think I never seen a more beautiful sight than they presented, the morning sun lighting up the smooth lake swarming with the fleet. They were bound for Druinmond's Island, where the British Government also made similar presents to them on a fixed day, and they had no time to lose. "There were no lighthouses on Lake Michigan

or Huron when I first began to sail there. Philo Scoville contracted to build one on Bois Blanc, about nine miles from Mackinac, in 1829. He and his men were passengers with us on the schooner Mariner that year on his way up to do the work.

"There was but one family living on the Bass Islands in 1828, if I recollect right. A family by the name of Hyde lived at Put-in-Bay in a house built of red cedar logs. Red cedar was abundant on all the islands, and especially on Kelly's Island, then called Cunning ham's Island.

## THE GREAT UTAH BASIN.

The Valley of Death and the Valley of the Virgin-Mad Volcanoes and Hot Springs. A correspondent, writing from the Territory of Utah, gives the following interesting facts regarding the celebrated "Valley of Death," the "Valley of the Virgin," and the Mud Velcanoes and Hot Springs of that curious

country:-The entire great Utah Basin is divided by small ranges of mountains about two thousand feet high, forming valleys from ten to fifteen miles across. They slope imperceptibly toward the centre, where a water-course runs to some adjacent valley or into some marshy

One well-known portion of this region is the noted Death Valley, so called from the fact that in 1850 a large train of emigrants en that in 1850 a large train of emigrants carcoute to California became discontented with their Mormon guide, and a portion of them decided to pilot for themselves. After travelling three days they reached the valley, which is some fifty miles long by thirty in breath, lower than the sea level, and entirely destitute of water, encircled by mountains, up whose steep sides it is impossible to ascend except at two points.

ascend except at two points.

It is devoid of vegetation, and the shadow of a bird or wild beast never darkens its white, glaring sand.

reaching the centre of this vale of desolation their eyes rested only on the glaring san is bounded by the scorohed peaks. Around

Can any one question the appropriateness of the name ever since applied to it, the Valley of Death? In marked contrast to this dreaded region is the beautiful Valley of the Virgin, nestling in the Black Ridge range at the southern ridge of the Great Basin of Utah. The encircling mountains rise to an elevation of twelve hundred feet; with numerous peaks passing above the limit of perpetual snow. From their summit you look down upon a vast extent of country, with its hillsides and valleys, plains and glens, while the Virgin river is seen rounding its course along the foot of the range many miles, now overflowing a valley, here gliding beneath overhanging cliffs, leaping from rock to rock, and then in grand cascades rolling off granite ledges in sheets of feathery foam, on its way to join the Colorado. In the dim vista appear rugged pesks rising tumultnously heavenward, tinted by the sunshine that streams through the mighty ravines and hollows, filling them with lines of silvery light and purple shade.

A large portion of the Black Ridge range consists of bare rock, but there are districts covered with soil and a good growth of pine trees. There are several passes in the range, the best, called the Harmony, leading to St. George, the chief town of Southern Utah.

The climate is so mild and genial that the fig, clive, grape, and cotton thrive. The hottest season is from the middle of June to July, when the thermometer ranges from 95 to 120 degrees, at noon. Frost lasts from November to March, but snow is rare, and ice never exceeds a thin film.

Beyond the enchanting vall-y are the re-markable mud volcanoes, located below the sea level in the Colorado desert; and if the waters of the ocean could break the intervening mountain barriers, they would be lost to sight. They are situated in a most desolate country, covering a space of a quarter of a mile long, and an eighth wide. This area is one mass of soft mud, through which steam and water are constantly escaping, making a noise that can be heard ten miles, and rising vapor forms clouds that are visible at a greater distance. In some places the steam rises steadily with a hissing, roaring, sputtering noise; in other spots it bursts out with an explesion, throwing the mud a hundred feet into

There are places where the mud rises in huge bubbles and bursts as it boiling with intense heat, while in other portions regular cones, varying in shape from sharp points to little mounds, have been formed. There are boiling springs which eject their water fifty feet high; others are merely large basins several hundred feet zeross, in which a leadcolored paste is communally boiling. Their margins are encircled by incrustations and arborescent concretions of lime and deposits of sulphur. They are well worth a visit, though an excursion to them is attended by serious bardships.

Another object of note are the Sammit Soda Springs, situated seven miles south of the line of the Central Pacific Railroad, in Summit valley, between Lake Tahoe and Donner Lake. With the exception of the Yosemite, there is not in all the Sterra Nevada a spot of wilder magnificence or beauty.

The road that leads to them runs through a continuous succession of natural beauties of

forests, glades, streamlets, and mountains. The springs are near the head waters of the American river, one of the most beautiful of mountain streams, that forms a series of cascades near the source. The lofty peaks of the Sierra loom up in all directions, divided by precipitous canons, which shelter dense forests of lofty evergreens. The mineral water is most agreeable and apetizing, possessing great medicinal virtues in the cure of affections of the digestive organs. The springs can be reached without fatigue by invalids, and the rough log cabin, now the only house. will be replaced this season by a neat hotel, erected by the railroad company. The marvellous beauties of this wild region will make it the future Saratoga of the Pacific.

#### Sale of the Delessert Collection of Pictures.

The following is a list of the prices obtained recently in Paris at the sale of a portion of Old Masters' pictures of the Delessert Collection. It will be seen that it comprised several famous works. Pynacker, Landscape, £130.— Van Tol, A Young Woman making Lace, £216.—Vandyke, Portrait of Michel le Blon, agent from the Queen of Sweden to the English Court, £651.—Van der Heyden, Great Square of a Dutch Town, £1680; Capture of a Dutch Town, figures by A. Vandevelde, £693; A Dutch Canal, £336.—J. B. Greuze, An Infant in a Cradle, from the Fesch Collection, £424; Portrait of Wille, engraver, £1218.—L. Backbuysen, Sea Pi-ce, stormy effect, £764; Sea Piece, with fishing-boats, £147.—Sea-piece, The State Visit, £378.—Raphael, The Virgin and Infant Christ, called "La Vierge de la Maison d'Orléans," £6300. This small picture has been engraved with the Crozat collection, plate 24-in the "Galerie du Palais Royal," while it was in the possession of the Duc d'Orléans, plate 8-by Landon, plate 146-and, in 1838, by Forster. The last is a fine plate of the same size as the original, which measures 29 centimetres by 21. The history of this picture, as it has passed from hand to hand within the last century, is curious. In 1763 it formed part of the Crozat col-lection; next in those of M. Passart and l'Abbé Decamps, the latter of whom sold it to the Due d'Orléans. In 1790 the Duke, it is said, lost it at the gambling-table, or rather, with all the other Italian pictures belonging to the Regent, it seems to have been sold to M. Walkiers, of Brussels, in which case the price might have discharged a gaming debt. It next passed to the collection of M. Laborde de Mereville. In 1789 it was bought by M. Hibbert, at whose sale, about 1828, M. Niewenhuys bought it for 200 guiness. The latter sold it to Lord Vernon, at whose sale he acquired it again for 300 guiness; and at M. Niewenbuya' sale it was bought in at £500; and he sold it afterwards to M. de La Hante, who exchanged it to Rossini, the musical composer, who sold it to M. Aguado, from whom M. Delessert purchased it. A. Cuyp, Cows in a Landscape, £3864.—Hobbema, A Forest, £1680.—G. Dow, £3864.—Hobbems, A Forest, £1680.—G. Dow, An Old Woman at a Window, £315.—Wouverman, £1113; The Halt, £546.—J. van Ostade, Landscape in Holland, Winter, £546.—P. Potter, A Pasturage, £420.—G. Metzu, £352.—W. Van de Velde, A Calm, £525; Sea piece, £609.—A. Verboom, Landscape, £302.—N. Berchem, A Public Equare in Italy, £180.—Meeting of Huntsmen, £155; Landscape, a Ford, £462; Landscape, Evening, £108.—Hobbems, Landscape, with a Waterfall, sun setting, £428.—Rembrandt, Portrait of a Man, £210. M. C. Blanc has devoted two elaborate and learned articles to the old and modern and learned articles to the old and modern pictures in this collection. These articles appeared in the numbers for February and March of the Gazette des Beaux Arts, which contains engravings from several of the paint-

The little band of emigrants, comprising twenty families, were deceived by a treacherous mirage that promised water, but on to the State Historical Society. —A photograph of the first colored voter in Minnesota has been taken, framed, and presented PAPER HANGINGS, ETC.

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the valley they wandered, one by one. The men died, and the panting flocks stretch d themselves in death under the burning sun. PAPER HANGINGS

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SEASONED CHERRY, 10
WHITE OAK PLANK AND BOARDS,
HICKORY. CIGAR BOX MAKERS' 1869SPANISH CEDAR BOX BOARDS, FOR SALE LOW.

CAROLINA SCANTLING. 1869 1869 CAROLINA H. T. SILLS. NORWAY SCANTLING. CEDAR SHINGLES. OYPRESS SHINGLES. 180 MAULE, BROTHER & CO., No. 2500 SOUTH Street. LUMBER UNDER COVER.

ALWAYS DRY.

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PANEL PLANK ALL THICKNESSES.

1 COMMON PLANK, ALL THICKNESSES.

1 and 2 SIDE FENCE BOARDS.

WHITE PINE FLOORING BOARDS.

YELLOW AND SAP PINE FLOORINGS, 1½ and 4½. SPRUCE JOIST, ALL SIZES.

PLASTERING LATH A SPECIALTY.

Together with a general assortmently Engling Lumbs. Together with a general assortment of Building Lumb for sale low for cash. T. W. SMALTZ. 3 25 cm FIFTEENTH and STILES Streets

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PASSPORTS PROCURED.

SHIPPING. LORILLARD'S STEAMSHIP LINE FOR

NEW YORK.

Sailing Tuesdays, Thursdays, and Saturdays. REDUCTION OF RATES. Spring rates, commencing March 15.

Sailing Tuesdays, Thursdays, and Saturdays. On and after 15th of March freight by this line will be taken at 12 cents per 100 pounds, 4 cents per foot, or 1 cent per gallon, ship's option. Advance charges cashed at office on Pier. Freight received at all times on covered wharf.

JOHN F. OHL, Pier 19 North Wharves. N. B. Extra rates on small packages iron, metals, etc.

NOTICE TO HAVANA AND NEW ORLEANS SHIPPERS.
Owing to the depressed condition of the freighting business, the Steamship business, the Steamship business the Steamship business in the Steamship business those ports.

The Steamship JUNIATA will continue to make regular trips monthly, and freight will be received for New Orleans, via Savannah, weekly.

WM. L. JAMES,
General Agent
Philadelphia and Southern Mall Steamship Co.
Philadelphia, April 20, 1869.

FOR LIVERPOOL AND QUEENSTOWN. Imman Line of Mail Steamers are appointed to sail as follows:

City of Antwerp, Saturday, April 24, at 1 P. M.
City of Parls, Saturday, May 1, at 10 A. M.
City of Cork, via Hahiax, Tuesday, May 4, at 12 nnon.
And each succeeding Saturday and alternate Tuesday, from Pier 46, North River.

RATES OF PASSAGE.

BY THE MAIL STEAMER SAILING EVERY SATURDAY.
Payable in Gold.
Payable in Currency.
FIRST CABIN.

PASSAGE BY THE TUESDAY STEAMER, VIA HALIPAX.
FIRST CABIN.
Payable in Gold.
Payable in Currency.

Liverpool.

SSO Liverpool.

SSO Haliax.

20 Haliax.

20 Haliax.

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ONLY DIRECT LINE TO FRANCE
THE GENERAL TRANSATLANTIO
COMPANY'S MAIL STEAMSHIPS
BREST.
The Transaction of the control of the co The splendid new vessels on this favorite route for the Continent will sail from Pier No. 50 North river, as fol-

lows — Saturday, May 1
PEREIRE — Duchesne — Saturday, May 1
LAFAYETTE — Roussean — Saturday, May 15
ST LAURENT — Lemarie — Saturday, June 12
VILLE DE PARIS — Surmount — Saturday, June 12 PRICE OF PASSAGE in gold (including wine)
TO BREST OR HAVRE,

First Cabin. St40 Second Cabin. \$85

Gneluding railway tickets, furnished on board.)

First Cabim. St40 Second Cabin. \$85

(Including railway tickets, furnished on board.)

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There steamers do not carry steerage passengers.

Medical attendance free of charge.

Anierican travellers going to or returning from the continent of Europe, by taking the steamers of this line avoid unnecessary rasks from transit by English railways and crossing the channel, besides saving time, trouble, and expense.

GEORGE MACRENZIE, Agent,

No. 58 BROADWAY, New York.

For passage in Philadelphia, apply at Adams' Express Company, to

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PHILADELPHIA, RICHMOND,
AND NORFOLK STEAMSHIP LINE
THROUGH FREIGHT AIR LINE TO
THE SOUTH AND WEST,
EVERY SATURDAY,
At noon, from FIRST WHARF above MARKET
Street. PHILADELPHIA, RICHMOND, At noon, from FIRST WHARF above MARKET Street.

THROUGH RATES and THROUGH RECKIPTS to all points in North and South Carolina, via Seaboard Air Line Railroad, connecting at Portsmouth and to Lynchburg, Va., Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad.

Freight HANDLED BUT ONCE, and taken at LOWER RATES THAN ANY OTHER LINE.

The regularity, safety, and cheapness of this roate commend it to the public as the most desirable medium for carrying every description of freight.

No charge for commission, drayage, or any expense of transfer.

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Steamships insured at the lowest rates.
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No. 14 North and South WHARVES,
W. P. PORTER, Agent at Richmond and City Point,
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THE SOUTH AND SOUTHWEST

EVERY THURSDAY. The Steamships PROMETHEUS, Captain Gray, J. W. EVERMAN, Captain Vance, WILL FORM A REGULAR WEEKLY LINE, The steamship J.W. EVERMAN will sail on THURS-

The steamship J. W. EVERMAN will said of The DAY, April 22, at 4 P. M.

Through bills of lading given in connection with S. C. R. R. to points in the South and Southwest.

Insurance at lowest rates. Kates of freight as low as by any other route. For freight, apply to E. A. SOUDER & CO., 222 tf DOCH STREET WHARP.

NEW EXPRESS LINE TO Alexandria, Georgetown, and Washington, D. Connections at Alexandria from the most direct route functionary, Bristol, Knoxville, Nashville, Dalton, and the NEW EXPRESS LINE TO Steamers leave regularly every Saturday at noon from the first wharf above Market street.

Freight received daily.

WILLIAM P. CLYDE & CO.,

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ELDRIDGE & CO., Agents at Alexandria.

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NOTICE.—FOR NEW YORK, VIA
DELAWARE AND RARITAN CANAL,
EXPRESS STEAMBOAT COMPANY.
The CHEAPEST and QUICKEST water communication between Philadelphia and New York.
Steamers leave daily from first wharf below Market
street, Philadelphia, and foot of Wall street, New York.
Grode forwarded by all the lines running out of New
York, North, East, and West, free of commission.
Freight received and forwarded on accommodating terms.
WILLIAM P. CLYDE & UO., Agents,
No. 12 S. DELAWARE Avenue, Philadelphia,
JAMES HAND, Agent,
No. 119 WALL Street, New York.

NOTICE.—FOR NEW YORK, via Delaware and Raritan Canal, SWIFT-SURE TRANSPORTATION COMPANY, DESPATCH AND SWIFTSURE LINE.
The business by these lines will be resumed on and after the 8th of March. For Freights, which will be taken on accommodating terms, apply to

W. M. BAIRD & CO.,
No. 13:2 South Warross. HOTELS AND RESTAURANTS. ST. CLOUD HOTEL

THIS NEW AND COMMODIOUS HOUSE, LOCATED CORNER OF BROADWAY AND FORTY-SECOND STREET, Possesses advantages over all other houses for the accommodation of its guests. It was built expressly for a first-class Family Boarding House—the rooms being large and en enis, heated by steam—with hot and cold water, and furnished second to none, while the culinary department

is in the most experienced hands, affording guests an unequalled table.
One of Atwood's Patent Elevators is also among the "modern improvements," and at the service of guests at all The Breadway and University Place Care pass the every four minutes, running from the City Hall to Central Park, while the Sixth and Seventh Avenue Lines are but a short block on either side, afferding ample facilities for

communicating with all the Depots, Steamboat Landings, places of Amusement and Euriness of the great metropolis. 821m MORE & HOLLEY, Proprietors. MT. VERNON HOTEL. 81 Monument street, Baltimore. Elegantly Furnished, with unsurpassed Cuisins.

On the European Plan. D. P. MORGAN. O R N E X C H A N G E
BAG MANUFACTORY.
JOHN T. BAILEY.
N. E. corner of MARKET and WATER Streets.
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DEALERS IN BAGS AND BAGGING
Of every description, for
Grain, Flour, Salt, Super Phosphate of Lime, BoneLarge and sma GUNNY HAGS constantly on hand,
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DEAFNESS.—EVERY INSTRUMENT THAT science and skill have invented to assist the bearing in every degree of deafness; also, Respirators; also, Crandall's Patent Crutches, superior to any others in tree, at P. MADRIBA'S, No. 113 S. TENT Street, below