

YO SEMITE.

The (Stage Route from San Francisco.

Some Mountain Fastnesses of Picturesque America Rarely Visited.

Correspondence of the St. Louis Republican.

YO SEMITE VALLEY, CAL., Sept. 28.—Leaving San Francisco and its many attractions at 3 o'clock p. m. by one of the large ferries that connect at Oakland with the Oakland train, we are soon seated in the car and rapidly passing through the rich and fertile Sacramento valley, our objective point being the great Yo Semite valley.

The mines of copper at this place were supposed to be inexhaustible. But, alas! The name is all that remains to indicate the former presence of copper. The mine still stands, but deserted—abandoned. The pretty church, so inviting without, is a hollow mockery within. Stores and residences are alike deserted.

Many high hopes have been crushed here, where the bitter cup of disappointment has been evidently full to overflowing. After taking a hasty lunch, a special coach is made up for the Yo Semite visitors and the stage benches off from the main road into the mountain road that leads to the valley.

A place celebrated for the variety and quality of its fruit. Here we see on one ranch the finest peaches, grapes, figs, plums and apples grown in the state. One of the curiosities is the largest tree in California. There are also several trees with ripe oranges of large size but they do not bear plentifully enough to make it pay to cultivate them.

Oh, how grand! How beautiful! This then is the great Yo Semite valley. There is not the feeling akin to disappointment so often felt in seeing celebrated objects when one has had his expectations raised to the highest, but on the contrary you become enthusiastic—almost excited.

How fortunate to enter the valley at this time. We see a silvery stream six hundred feet in length descending over the square top of a mountain; the entire stream is now gently swayed from side to side by the wind.

reappears as a glistening, silvery thread. Almost every minute those remarkable changes appear. We are rapidly descending; to our right are nothing but frightful precipices. What if a wheel of the stage should break? Visions of those shirts appear before our eyes.

At last the valley is reached and a pleasant ride of three or four miles leads us at the hotel tired, dusty, weary, hotly, from the hard trip, but eager to see more. Night comes on quickly, and at an early hour the narrow valley is enveloped in the dark shadow of the towering mountains. We have letters of introduction to Mr. Hutchings, the commissioner of the valley, who receives us kindly and gives us much valuable information.

Early in the morning our guide appears with his mustangs to carry us up to the top of one of the mountains, Pike, (so called, though that is not his name) our guide, is one of the oldest mountaineers on this coast. He can answer any question with out turning a hair. It is an accomplishment in a guide never to say "I don't know," Pike comes from Missouri, though not from Pike county. All Missourians are known among the guides as coming from Pike. No doubt some one of our eminent citizens formerly from Pike was out here and made it appear that Pike county was a bigger thing than Missouri. Our first visit is to

On striking the mountain trail the scenery at once becomes most picturesque. Time and again we turn sharp curves, thereby changing a course that seemed to lead directly over abrupt precipices down, down, thousands of feet. At Vernal falls we rest for a couple of hours. At the foot of the falls is "Snow's," where we take lunch. Mrs. Snow, the hostess, a sharp visaged Yankee lady, nearly six feet high, having a good natured husband a foot shorter, relates to us, as she has done to each one of the thousands of visitors who have preceded us, that at Snow's there are always "eleven feet of Snow."

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Glacier rocks. On looking down the perpendicular walls, a distance of 2,300 feet, we have one of the grandest views to be had in the valley. Glacier rocks are still a thousand feet above us, thus showing how little one can comprehend the immensity of the heights of these solid rocks, since in the valley the two points showed very little difference. The top of this mountain is finally reached. The top itself consists of a dome-shaped mass of white rocks so slippery that no trail exists on them, and man and horse clamber as best they can. While it is safer to remain on the base, it feels safer to be off at this point. To have the horse slip while on these slippery rocks at a distance of 4,300 feet above the valley suggests such a horrid descent that nine out of ten visitors prefer to clamber on the rocks themselves. An examination of the pulses of the party of four at this point showed respectively 106, 112 and 120 pulsations to the minute, while one was simply fluttering. The guide was as tranquil as a mole. After having ascended by the skillfully contrived trail of some sixty zigzags, thus, from the bottom seemingly inaccessible precipice, the descent is made. The writer's mustang had the tantalizing habit of stopping at many of the turns in the trail. This would bring his head and shoulders away over the precipice. He seemed to enjoy the view of the valley below a great deal more than the rider. The view from a stunted dome is one never to be forgotten. If a person were a mile high up in a balloon with the most interesting and beautiful spot in the Sierra Nevada mountains immediately below him, the effect would not be more startling. A deer, started at our approach, and a rattlesnake further on, gave proof that civilization has not yet robbed the neighborhood of the charms in which nature has clothed it. Among St. Louis visitors at this wonderful place this year were Mr. Baily, the real estate man, and Mrs. Chas. Rebstock, J. W. Donaldson and lady, and T. G. Greer. Within a few years the railroads will pass within fifteen miles of the valley, when it is to be hoped that a greater number of St. Louisians will be able to enjoy the rich treat in store for all who visit the valley. L. J. W. W.

Years of Suffering. Mrs. Harbort, corner Pratt and Broadway, Buffalo, was for twelve years a sufferer from rheumatism, and after trying every known remedy without avail, was entirely cured by Thomas' Electric Oil.

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Charcoal and Lime for Fowls. These two articles play a very important part in the management of fowls, whether bred in a fancier's yard or on a farm. Charcoal should be liberally fed, for no one thing is more conducive to health than it is. It should be broken in small lumps and put where the fowls can get at it, and they will eat it with great relish.

Bucklin's Arnica Salve. The best salve in the world for cuts, bruises, sores, ulcers, salt rheum, fever sores, tetter, chapped hands, chilblains, corns and all kinds of skin eruptions. This salve is guaranteed to give perfect satisfaction in every case or money refunded. Price, 25c per box. For sale by

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TARRANT'S SELTZER APERIENT. Pain is a blessing. It denotes disease. Pain is the notice becoming irregular. Tarrant's Seltzer Aperient. It will save much pain and danger. Nature's own remedy for the bilious that she is not to be carried, through the heedlessness of her children, that she openly rebels, and punishes fearfully. Don't neglect the proper treatment when the symptoms first appear. Resort to the aperient, and get well speedily.

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Proposals for Sewer Bonds. Sealed proposals will be received until October 25th, 1881, at 12 noon by the City Clerk of Omaha County of Douglas, State of Nebraska, and will, at that hour, be opened for the purchase of \$50,000.00 of the issue of \$100,000.00 of Sewer Bonds, First Series, of the City of Omaha.

Proposals For Grading Sixteenth Street. Sealed proposals will be received by the undersigned until Friday, October 21st, 1881, 12 o'clock, noon, for the grading of sixteenth street from Farham to Howard streets, a profile of which can be seen at the office of his engineer.

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THIS NEW AND CORRECT MAP CHICAGO & NORTH-WESTERN RY. Chicago and all of the Principal Points in the West, North and Northwest. Carefully examine this Map. The Principal Cities of the West and Northwest are situated on this road. Its through trains make close connections with the tracks of all railroads at junction points.

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