THE DARLY EVENING THESORAPH-PULLOBRAPHA MORDAY, APRILL'S, 1811

## THE DAILY EVENING TELEGRAPH-PHILADELPHIA, MONDAY, APRIL 3, 1871.

## DULUTH.

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THE SITUATION OF THE INFANT CITY-THE IM-PROVEMENTS THAT HAVE BEEN MADE-ITS FUTURE PROSPECTS-THE NORTHERN PACIFIC BAILBOAD.

DULUTH, Minn., March 20, 1871. While the people of all sections of our country take a national pride in any of our rapidly try take a national pride in any of our rapidly prowing towns, there are especial reasons why Philadelphians should be more than usually interested in the growth of Daluth. To Phila-delphia capital, the so, and foresight this section of country is indebted for its develop-ment. The substantial progress already much promises well for a brilliant future.

The youthful city is finely situated. Minnesota Point, seven miles in length, and hardly more than a hundred yards in width, divides St. Louis Bay from Lake Superior. The Point is thickly covered with houses for half a mile from its base, and the town extends thence on one hand along the bay, and on the other along the lake.

From the lake shore, parallel with which the main streets run, rises a hill-side up which the cross-streets are already making their way, losing themselves finally among old stumps and plunging suddenly into the forest. A great deal has been done in the matter of grading, and the work is actively continued.

Of the natural advantages which Duluth possesses a great deal may be said with truth, though it is difficult to satisfy the sanguine expectations of the citizens of the place. There is a good natural harbor in St. Louis Bay, conveniently entered by a ship-canal across Minnesota Point. Beside this a breakwater has been built, which will not only serve to protect the canal, but will also afford an outer harbor for use in spring, even when the ice has not disappeared from the bay. At present there is no ice remaining in the outer harbor, and it is a favorite mode of rousing the ire of Superior men by declaring that it has all gone to block up the harbor of that town.

Vast deposits of granite, slate, and sandstone exist along the valley of the St. Louis river. In that neighborhood the 'ambitious farmer can do better by hanging up his ploughshare and pruning-hook, and organizing a mining company, than by tilling the soil. To the northward stretches an unbroken forest, principally of hard woods, birch, and maple, of which the soil is fertile and likely to prove very productive.

As the telegraph has already informed you, the Northern Pacific Railroad is already graded almost to the Red river, and rails are laid for nearly half the distance. The Lake Superior and Mississippi Railroad furnishes a highway which makes Duluth the great ship-ping point on the lakes for the products of Minnesota, at least. Our Canadian friends are making Duluth an important point on their line of communication with the Red River country, and, indeed with all the western portions of British America. Besides all these signs of future growth, the development of the vast mineral resources of the whole Lake Superior region must add materially to the prospects of Duluth. A.

## HORRIBLE DEATH.

Two Men Suffocated by Foul Air. The Newark Advertiser of last evening says:-

THE DARIEN SURVEY. The DARLEN SURVEL: The Ship Canal Practical-The Paranchito Ronte-The Cue Valley. CHETEANA, TUTTA River, S. A., March 19.—All doubts of we practicability of constructing a ship-canal across-he listimus of Darlen have been dis-pelled. Survey made from the Pacific coast during the last month Sye proved the Atrato-Tuyra route to be perfectly fee ble: and I will venture to say that if, within the lasts of New York State, a ship canal with one Cat. Grouph a country precisely similar to that which we find here on the listimus of Darlen, be would be open for navigation in less than each years. Since the date of my last letter from the actato river, every-thing has been going on well in the Guif of Darlen. The Guard still lies at her oid anchorage near the SILFANCE to the Guif, and the Nipsic makes occa-Good progio. Aspinwall for the mails or provisions. Good prog to Aspinwall for the mails or provisions. yeys, and the fill, making in the hydrographic sur-able contribution to that the Gulf will be a valu-Chief Engineer Barnes is still may of Navigation. ing on as rapidly as possible over the Bor, pash, route toward the "divide."

SURVEYS FROM THE PAGIFIC SIDE.

At present the attention of Commander Selfridge A present the attention of Contained the Pacific is directed particularly to the surveys on the Pacific side. On February 5, a party joined the United States steamer Resaca, Nathantel Greene, Lieu-tenant-Commander, who had been detailed by the Navy Department to join the Darien Expedithe Navy Department to join the Darien Expedi-tion in place of the Saginaw, recently wrecked on her voyage to Fanama. The vorage down the coast was an exceedingly interesting one; the scenery, though not grand, is very picturesque and beantiful. In our course were the Fearl Islands, which in for-mer years yielded vast quantities of the gems from which they derive their name, but a discase has later stracked the pearl overthe and in conserlately attacked the pearl oysters, and, in conse-quence, diving for them has almost entirely ceased. We entered the Tayra river through the Gulf of San Mignel, which in many ways is admirably suited to the Pacific terminus of the canal. The suited to the Pacific terminus of the canal. The River Tuyra is upward of a mile in width, and in its waters the largest ships may float up to a point about six miles above Chepigana; the Resaca anchored about a mile above the latter town, in the centre of the stream. On the day of our arrival, Friday, Febru-ary 17, Commander Selfridge left in a whale-boat, with four days' provisions, to make a reconnois-sance up the river. During his absence a provision-camp was established in the woods on the northerly shore of the stream, an observatory erected, and a tide-gauge placed in position. The tide here has a rise and fail of from 15 to 20 feet, and the current in the river runs from three to four miles per hour. the river runs from three to four miles per hour. The banks are formed of a slimy clay, with boulders and shingle of quartz and flint.

apply

COUPONS PAYABLE JANUARY AND JULY.

OTHER ROUTES UNDER EXAMINATION.

Mr. Duvoll is instructed to proceed up the Cue Valley until he reaches the divide, or meets the valey until he reaches the divide, or meets the party of Mr. Barnes from the other side. Every night signals are to be made and firearms discharged by both parties, so that, if within hearing distance, they may come together. In regard to the Cue route I am able to state, from information received from Commander Selfridge, that it is one over which a white man has never passed. Gorgoza, who explored the Isthmus some years since, never crossed the divide. He went only to the Indian village of Pays, after which he retraced his steps to San Miguel bay. The Cue river is a tributary of the Tuyra, and runs through a valley which bears its name. A route up this valley, across the divide will connect with the Paranchito, which, by personal ob-servation, is known to be much lower than the Ca-carica. The two parties will probably meet in the course of two or three weeks, and the object for carrea. The two parties will probably meet in the coarse of two or three weeks, and the object for which the Darien Expedition was organized will be accomplished. The length of the proposed canal is less than 50 miles. About 30 miles of it will be through a country which is apparently "dead level." The greatest elevation in the remaining 20 miles will not be over 150 feet, and it is believed that a point in the divide may be found where it will not be more than 75 or 100 feet in height. A report having reached us that it is only a six-hours' walk from the Naiplpi river, which dows into the Atrato, across a range of hills 400 feet high to the Cupica river, which empties into Cupica Bay, Limon Bay, and the Pacific Ocean. Commander Sel-fridge went in the Resaca to examine the route. No one has much faith in the statements of our native informants, and the examination is made in order to settle the thing one way or the other. Before leaving the Tuyra Master Kelley was sent to Pinogana with six weeks provisions for the survey-ing party in the interior. His instructions are to despatch 600 pounds of food weekly to the junction of the Cue river; thence it will be carried in "packs" to the end of the line.—N. Y. Tribune's Cor.

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The WYOMING win sail from Savannan on Sav urday, April 8. THROUGH BILLS OF LADING given to all the principal towns in Georgia, Alabama, Florida, Mie-sissippi, Louistana, Arkansas, and Teanessee in com-nection with the Central Raircoad of Georgia, At antic and Gulf Railroad, and Florida steamers, a aslow rates as by competing lines.

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