THE DARLY EVENING TELEGRAPH STILL ADMINISTRAL MODELS, APRIL 1. 1441

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

DULUTH, Minn., March 20, 1871. While the people of all sections of our country take a national pride in any of our rapidly Philadelphian should be more than usually interested in the growth of Duluth. To Philadelphia capital, there are especial reasons why Philadelphia capital, the growth of Duluth. To Philadelphia capital, the substantial progress already ment. The substantial progress already many than the substantial progress already many tha 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 ex-tends 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 break-water 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

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.

HORRIBLE DEATH.

Two Men Suffocated by Foul Air.

The Newark Advertiser of last evening says:-"About half-past 9 o'clock this forenoon two what is commonly called 'foul air,' at Fehleisen's brewery. It appears that lager beer, in the process of manufacture, is kept for a time in large tanks of some eighty or ninety bar-rels capacity, and that after the beer is drawn out of these tanks it contains carbonic acid gas sufficient to destroy life instantly.

This fact is well known to all employes about establishments of this character, and the 'man-holes,' or trap-doors on top of the tanks, are immediately opened after the beer is withdrawn, and so left until the gas escapes, and workmen go down into them and clean them out. This precaution was in this instance neglected by Louis Schlehner, a man who had been in Mr. Fehleisen's employ but eight days, and although warned by Frederick Witnight another employe not to enter the tank. Witzick, another employe, not to enter the tank until he tested the air in it with a lighted candle, he entered the man-hole and almost immediately nttered an agonizing cry.
"The engineer, Max Albrecht, hearing the

man's despairing cry, hastened to the tank in the hope of rescuing him, and climbing to the top of the tank reached his hands down the man-hole to help the unfortunate sufferer out. Both of his hands were immediately clasped in those of the strangling man at the bottom of the tank, whose dying agonies lent additional power to his grasp, and he too lost his balance and fell

into the cavern of death.

"The alarm was immediately given throughout the brewery, and Mr. Fehlelsen and the employes of the brewery hastened to the tank and made every possible effort to save the men, but, although an opening was forced in the tank, and the men taken out in a few moments, their blackened faces, glazed eyes, and distorted fea-tures showed that the deadly gas had done its

HARD ON A SCHOOL MARM.

A Teacher Punishes a Boy and in Return 'is Beaten by the Youth's Mother.

The Pittsburg Commercial of yesterday says —Considerable excitement has prevailed in Lin-coln township, for several days past, in conse-quence of an affair which happened between a lady teacher and the mother of one of her pupils. Miss Capron, a teacher at Union Hall School-house, Lincoln township, had occasion, in her judgment, to correct one of her scholars, James McCracken, a boy about twelve years of age. While she was punishing him he turned his face in such a position as to receive a stroke across the lips, which was not intended. Miss Capron, as soon as school was dismissed, accompanied the boy to his foster father, David McCracken, and explained why she had punished him, and how he had received the injury to the lip. Mr. McCracken would not accept the explanation as satisfactory, and a few days after called a meeting of the School Board to consider the matter. The board, however, after hearing his statement, regarded the case as "too trilling for action," and dismissed the complaint. This, it was thought, would have ended the case; but not so. The mother of the boy, Mrs. Bradley, became quite indignant, and determined to avenge the wrong by taking the law into her own hands. On Thursday last, she went up from her home to the school-house, and having assembled a few female friends at a convenient distance, called Miss Capron out and beat her with some rods which she had plaited together for the purpose. As legal proceedings have been commenced by Miss Capron against all the parties concerned in the assault upon her, the case is one which is likely to come before the courts for settlement.

-Miramon's widow is living with her children at Brussels. -A Boston paper mentions an individual there who clasps his hands so fervently in prayer that he can't get them open when the contribution box is passed round.

-The Sorosis of Crawfordsville, Indiana, has finally gone the way of all fiesh. It dwindled down to a membership of one, and that one went and got married last week.

-A Covington woman wants the Cincinnati Ferry Company to pay her \$20,000 for drowning her husband. They prefer getting her another.

-A mineral which performs all the duties of soap, and has an aromatic odor, has been discovered in exhaustless duantities near lowa THE DARIEN SURVEY.

The Ship Canal Practical-The Paranchito The Ship Canal Practical—The Paranchito Route—The Cue Valley.

Cheri- and, Tuyra River, S. A., March 19.—All doubts of the practicability of constructing a ship-canal across he isthmus of Darien have been dispelled. Survey made from the Pacific coast during the last month laye proved the Atrato Tuyra route to be perfectly feedble; and I will venture to say that if, within the last of New York State, a ship canal were to be call quough a country precisely sin liar to that which we find here on the Isthmus of Darien, would be open for navigation in less than each years. Since the date of my last letter from the acrato river, everything has been going on well in the Gulf of Darien. The Guard still lies at her old anchorage near the silling of the makes occa-Good prof. Aspinwall for the mails or provisions. Good prog to Aspinwall for the mails or provisions, veys, and the fids, making in the hydrographic surable contribution to tail the Guif will be a valuchief Engineer Barnes is still in the On Navigation.

ing on as rapidly as possible over the "for, push route toward the "divide," At present the attention of Commander Selfridge is directed particularly to the surveys on the Pacific side. On February 5, a party joined the United States steamer Resaca, Nathaniel Greene, Lieutenant-Commander, who had been detailed by the Navy Department to join the Darlen Expedition in place of the Saginaw, recently wrecked on her voyage to Panama. The vorage down the coast was an exceedingly interesting one; the scenery, though not grand, is very picturesque and beautiful. In our course were the Pearl Islands, which in former years yielded vast quantities of the gems from which they derive their name, but a disease has lately attacked the pearl oysters, and, in consequence, diving for them has almost entirely ceased. We entered the Tayra river through the Gulf of San Miguel, which in many ways is admirably 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 noat 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, February 17, Commander Selfridge left in a whale-boat, with four days provisions, to make a reconnoissance 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 banks are formed of a slimy clay, with boulders and shingle of quartz and fint.

OTHER ROUTES UNDER EXAMINATION. SURVEYS FROM THE PASIFIC SIDE. At present the attention of Commander Selfridge

OTHER ROUTES UNDER EXAMINATION. Mr. Duvoil is instructed to proceed up the Cue Valley 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, 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 Seifridge, 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 Faya, after which he retraced his steps to Sen Mignel bay. The Cup river is a tributary of the village of Paya, 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 dividel will connect with the Paranchito, which, by personal observation, is known to be much lower than the Cacarica. The two parties will probably meet in the course 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 over the 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 Naippi river, which flows into the Atrato, across a range of hills 400 feet high 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 Selfridge 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 surveying 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.

PRUSSIAN VORACITY.

How they Picked Poor France to the Very Bones.

The French papers feem with complaints about Prussian voracity. The following letter addressed to the Opinion Nationale gives a striking account of the manner in which the Germans have been picking France to the

"Sir:—The Prussians occupy the forts in the vicinity of Vincennes. They have disinterred all the old pieces of shells, etc., and are selling all the old pieces of shells, etc., and are selling them. They strip off the few shreds of lead which hang from the gutter pipes of the ruined barracks and dispose of them. For the last few days they have been tearing up the artillery platforms and selling the beams at a low price. The French administration purchases them in order to diminish the loss occasioned by this spoliation. At the Polygon there existed a machine for the testing of cannon; the setting up of this machine cost 9000f., but the Prussians have taken it to pieces, and offer the bits for 500f.; the Government has bought them instead of the Jews. The wooden huts at St. stead of the Jews. The wooden huts at St. Maur, which cost 700,000f., were being demoilshed, and it was with great difficulty that the Gorman soldiers were persuaded to sell the lot

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The Road is now rapidly approaching completion, with a large trade in COAL, IRON, and LUMBER, in addition to the passenger travel awaiting the opening of this greatly needed enterprise. The local trade alone is sufficiently large to sustain the Road. We have no hesitation in recommending the Bonds as a CHEAP, RELIABLE, and SAFE INVESTMENT.

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The JUNIATA will sail for New Orleans, via Havana, on Wednesday, April 5, at 8 A. M.
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Freights for Columbia, S. C., and Augusta, Ga.
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