CORRESPONDENCE.

NOTES OF A TRIP TO AND UPON THE LAKE SUPERIOR AND MINNESOTA RAILROAD.

Banquet at Duluth to the American Press, on Occasion of the Formal Opening of the Road.

Special Correspondence of the Philadelphia Evening Bulletin.

CLIFTON HOUSE, DULUTH, Minn., Aug. 24th, 1870.—After inspecting the important Canal at Sault Sainte-Marie, the party invited by Mr. Jay Cooke examined several points of great interest to themselves, but of no special bearing upon the real object of the expedition until they made the end of Lake Superior and the port of Duluth, which they did on Friday, August 19th, with safety and comfort to all their fifty-five members.

The city of a year, built by the Aladdin-lamp of gold, received their attention during the days of Saturday, Sunday and Monday. On the latter evening arrived a party of three hundred representative men of Saint Paul, who are now our guests at this hotel and at the hospitable homes of Duluth. The combined excursionists from St. Paul and from Philadelphia will unite to-day in the trip to the other terminus, which will constitute the ceremonial opening of the line.

Last night—*and this morning*—was held a banquet to the representatives of the press, beginning at half-past ten, with a hundred guests, and ending at two, with about three-fourths of that number. It was held in the long dining-room of the Clark House, whose perspective of pillars was decorated with evergreens for the occasion; and it proceeded to the distant music of waltzes and cotillions, half-heard from the parlor crammed with convivialists. The evening was delightfully a gala one, and amusing private representation of John Brougham's *Pocahontas* occurred in advance of the table, at which Mr. Jay Cooke's accomplished daughter, Mrs. B——, successfully took the place of the orchestra; while her husband enacted the best comic *role*, and Mr. Robertson, of the New York *Times*, was stage manager and Big Indian. Mr. Ringwalt, of the Washington *Chronicle*, after washing off the range from his arduous part in the farce, attended and stenographed the Press banquet, of which I am about to give some account. My own report will be rough and hasty, but I prefer to send it while it is fresh, and unedited by the impressive ceremonies of the railway opening.

The banquet was a representation of widely-culled viands and widely-culled men. The speaking, to whose distant vibration the Indians of Minnesota were stolidly listening, fully vindicated the observation of Mr. Justin McCarthy, on the natural gift of expression of the American people at large. Even the oddities of Western and Yankee dialect were the condiments of a very genuine and admirable eloquence.

After an elaborate supper, in which the oysters of Chesapeake Bay were washed down by the vintage of the Gulf of California, proceedings were opened by Mr. William G. Moorhead, representing the house of Jay Cooke & Co., rising at one end of the long tables, and nominating the Mayor of Duluth, Mr. J. P. Culver, chairman of the banquet.

The latter called upon Rev. Francis Vinton, Rector of Old Trinity in New York, for a blessing, which was apparently invoked.

Mayor Culver then proposed a number of managers by name, and for Secretaries, Col. Graves and Robert H. Lamborn, Esq., Ph. D., of Philadelphia, Secretary and Treasurer of the road. The chairman, after inviting the speakers whom he should name to confine their observations to five minutes' time, called first upon Mr. W. G. Moorhead.

This gentleman delivered some interesting remarks on the inception and purpose of the Lake Superior and Mississippi Railroad, as the transporting connection between the Gulf of Mexico and the mouth of the river St. Lawrence, and picturesquely styled the iron compass as the marriage ring uniting New Orleans with the Great American lakes. He remarked that a barrel of flour may now be floated from Duluth to Orleans *by clearly* as from Pittsburgh, though Pittsburgh lies a thousand miles nearer. The canal at Sault Sainte-Marie, he observed, must be deepened for vessels of 22,000 and 3,000 tons' burden, and the dockage of certain lake ports made more commodious; and promised that men of Washington and Philadelphia would at this banquet and in the field responsible that these improvements shall soon be made. No point, he said, is to be sold, in Europe, Africa or America, companies in importance with this little city where we meet. The North Pacific Railroad may be considered a fixed fact. Since I am in Duluth, I receive news from Europe that the means will assuredly be provided; two years ago no railroad from St. Paul to Duluth existed; in a very few years communications will be made to Puget Sound. Some have doubted that Duluth will be the eastern terminus of the North Pacific Railroad. Lately I am assured this doubt has been removed. Lastly I am assured this the terminus. Examination has proved that as good a harbor as, if not the best of, any of the Lake Harbors can be made here. The money—most of it, is in the hands of Jay Cooke & Co., to build the Pacific road; 4,000 tons of rails have already arrived at Duluth; while at the Western end arrangements are making to put it under contract, and 30 or 40 miles will be made in two or three months. Mr. Surgeant, of Duluth, is laboring in Europe in your interest now.

Senator Ramsey, of Minnesota, being next called, in a manner full of *bonhomie* and liveliness, gave a description of the carrying through, politically, of the enterprise, on a Congressional grant, bitterly opposed by Senators Doolittle and Howe, of Wisconsin, acting in the interest of the neighboring city of Superior.

Gov. Marshall, of Minnesota, recited that twenty-two years ago he made a tedious and toilsome journey of ten days from Saint Paul to the site of Duluth, partly with pack on back and partly by canoe. Then there were not a thousand inhabitants of European descent in Minnesota. Twenty years hence, and twice three millions will live in the State. We are stealing, said the Governor, from New York the mouth of her Hudson, her Atlantic port for Duluth is a port of European transportation.

The chairman next called on Hon. P. Carol Brewster, Attorney-General of Pennsylvania. This gentleman, in his own inimitable manner, commenced with some persiflage concerning the five-minute law of the evening, and finally remarking that though brevity was said to be the soul of wit, he feared the axiom would not now find its illustration. The restriction reminded him of the story of a dessert where told her lover he must court her in five minutes, "for there was a loose suitor waiting in the next room." Alluding to the capitalists who had created the road and its harbor-terminus Mr. Brewster said that they were more truly great than the hatchers who within a fortnight had sacrificed 40,000 lives in Europe. Great applause accompanied the speech.

The Press was then toasted by Mr. Felton in the power moving thrones and the world. Captain W. W. Nevin, of the Philadelphia *Press*, responded, but was too modest to accept for his profession this credit. Any profession on earth, he proved, must yield in influence to railroading. What Jason's quest was in antiquity, what Columbus's dream was at the close of the dark ages, such is railway penetration to-day. The Captain gracefully thanked the Mayor and citizens of Duluth for their reception of the representatives of the press, and the capitalists for such a banquet, celebrated the magnitude and heroism of your enterprise, and sympathize with your triumph to-night. Our best efforts can hardly keep pace with your achievements. We shall never forget the panorama of storehouses, churches, steamers, locomotives and grain elevators and ending at two, with about three-fourths of the Winslow as we advanced through your unsurpassed bay.

Hon. Ignatius Donnelly, a Philadelphian by birth, and an ex-member of Congress from Minnesota, rose hoarse from almost incessant stump addresses since his arrival in Duluth with the company from St. Paul, and responded to some of the ideas advanced by Captain Nevin. Once, he then observed, a Western man was said to be but a Yankee, broadened and with the Westerners were found as reaching and generous in their views as any in the interior of the continent. Philadelphia, he promised, would not too highly estimate the interest of the State of his adoption. By a bold supposition, he declared that but the Pilgrim Fathers originally found the Gulf of Mexico instead of the coast of New England, some capitalist of Minnesota might now be projecting a railroad over the rocks of Massachusetts to the settlement of Boston. Mr. Donnelly is a practiced and unembarrassable speaker, and interrupted his "flow" with the utmost good-nature to say that "Judge McKeley was wanted at the door."

Mr. James Smith, Jr., of St. Paul, a western, looking man with an iron-gray and narrow head, rose amid much applause, and delivered himself in the occidental dialect, while the crowd in the street—happened to be singing "Our country, tis of thee." He observed that cheap transport was a benefit to the people even if capitalists derived no profit. The opponents of great measures, he remarked, "never cut down a single tree in the forest." "There is only one part of this entertainment," said he in conclusion, "to which I am equal, and that (emptying his glass) is *that*."

Gen. J. K. Moorhead, of Pittsburgh, next stood at the opposite end of the table to that from which his brother had opened the entertainment and delivered some eloquent remarks, interrupted by quizzical asides from his neighbor, Hon. Mr. Aldridge, who spoke next. Mr. Moorhead, recognizing the ladies who were peeling in their ball dresses through the doorway, addressed the "Mayor, Ladies and Gentlemen." He said this navigation scheme was "very smooth sledding." He called it the arm of the Atlantic, which "pokes itself up from the St. Lawrence to grasp the treasures of the West." He said the anticipated Exposition of Duluth had been compared to Chicago. "Now, said the speaker, with quiet emphasis, "I don't want to be extravagant, but you might have said *London*. As for you Duluthians, you must exert yourselves to get emigration; drive into your own hills and make your own iron. You'll want to consume a great deal of your grain at home." He spoke of his excursion yesterday to Thompson. "I don't know that I ever saw heaven, but I have now approached it; gneiring than cutting through and climbing those knobs of the Dalles." He complimented the engineers, Messrs. Hungerford and G. A. Johnson, who had built the Lake Superior and Mississippi road.

The General now humorously appealed to his neighbor, Hon. Mr. Aldridge. Thaddeus Stevens, he recollected, once in Congress moved that the gentleman known as "Old Red River of the North" get up and make a speech about it: but it was late in the season, and the session, and the hammer of the Speaker interrupted the oration. A year after Stevens moved that the representative from Minnesota finish his speech; but other things were thought to be of more importance. Now the importance of the Red River was acknowledged.

Mr. Aldridge, a speaker of dry humor, got up so confused by these personalities that he called Pennsylvania Pennsylticky, and created much laughter. But he more pointedly called Minneapolis the "Seat of Destiny." His remarks ran in this wise:

"You seem to think this railroad a great thing. We will build a railroad to the North Pole if you grants of Pennsylvania will furnish the money. We don't dress well, but we can build railroads. When we can furnish the money we go to Congress. We will go on to the Saskatchewan. Now, I'm talking to you, and I'm talking sense. Why, this is a great country! We are great people here and we are going ahead!"

W. L. Hall, of St. Paul, followed with some remarks well thought out.

Aaron Goodrich, of St. Paul, called for but was absent.

Ex-Governor Willis A. Gorman, of St. Paul, followed with some observations.

Hon. T. J. Robertson, an old (loyal) Senator from South Carolina, of our party, a gaunt and jolly American gentleman thus: I have my Statesville fellow-citizens, I love my country more than all; and, ladies and gentlemen, the proudest day of my life was the day when the Southern Confederacy ceased. As for me, I escaped conscription by bribing draft-officers and physicians, and finally by "railroad redemption"—dodging behind a railroad-bank. He gave some pertinent advice to the people of Duluth. Don't flatter yourselves that people are coming here to you unless you make it their interest—don't put your property up too high. He cited Washington as a place where extension had been diverted by the obstinacy of speculators. My mistakes friends of the South, said he, in their opposition to the policy of the Government, are now its best friends.

Colonel J. D. Potts, President of the Empire Transportation Co., was called for, but was not present.

The next speaker was Mr. R. C. Mitchell, editor of the Duluth *Tribune*, who made some pleasant remarks of welcome.

The next, Mr. F. R. Delano, now Congressional candidate, was a perfect picture of the Yankee as portrayed in our comic papers. He made a shrewd speech, in a comical, half-puzzled Yankee dialect: "I yaint yerd anything yet about the 'Star of Empire.' Now, I was born in New England, but at an early age I began to follow *that star*. Last summer I was a follerin' it up, as a' could, right into that massive country; there I missed the feller, and heard that some men had got hold of it, and had shot it straight up to Duluth." Such was the vernacular style of Mr. Delano.

Gen. A. D. Le Duc, President Hastings and Dacotah Railroad, followed.

Judge Paxson, of Philadelphia, next arose saying: "Other gentlemen are doubtless dying of suppressed eloquence. I feel like offering my five minutes for sale. I am not a railroad king like my friend Mr. Hinckley. Nor even a man in business. I am a financial king like my handsome Mr. Clark." He alluded finally to Mr. Jay Cooke as a gentleman to whom we are as much indebted for the fact that we are now a people with a Congress, as we are to the distinguished chieftain who at present fills the Presidential chair.

The whimsical allusion of Mr. Delano was now taken up in another strain by Rev. Francis Vinton, of Trinity Church, New York, the first speaker. ("The last shall be first and the first last, Doctor!"—remarked Hon. F. C. Brewster.) Putting out his cigar, the Rev. gentleman began with: "Mr. Mayor: If I haven't made a mistake in the gender." [Laughter.] The Doctor gave a curious history of Berkeley, author of "Westward the Course of Empire takes its Way," and quoted his poem with great effect. He spoke of the Saskatchewan. Now, I'm talking to you, and I'm talking sense. Why, this is a great country! We are great people here and we are going ahead!"

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ville was intense over the sad occurrence. We shall remember Duluth with great regret.

The list of accidents opens well this week. Several of minor importance are reported, but I have not room for them now. WICO.

PROPOSALS.

PROPOSALS FOR MACHINERY, HEATING AND FIREEXTINGUISHING APPARATUS.

Sealed proposals will be received at the office of the Superintendent until 12 M. of the TWELFTH DAY of SEPTEMBER, 1870, for furnishing and erecting the machinery required in the United States Appraisers' Stores, Philadelphia, for loading, unloading and elevating of goods for heating of the building by steam, and for fire extinguishing purposes; all to be made in accordance with the plans and specifications and the terms of this advertisement. All of the materials and workmanship will require to be of the very best description of the kinds specified, be put up to the entire satisfaction of the Superintendent and as directed by him, and will not be accepted until tested by actual use and found satisfactory and efficient in their working. Everything necessary to put them in complete working order will be required to be furnished by the contractor, whether mentioned in the specifications and shown on the plans or not.

Proposals will be made for the entire work or separately for the parts, as may be found to be most advantageous, to the Government.

The Superintendent reserves the right to reject any or all of the bids if it be deemed for the interest of the Government to do so, and should that does not conform in every respect to the specifications, or if the proposals will not be considered. Plans, specifications and forms of proposals may be procured on application to this office.

The successful bidder will require to be made on the printed form, and be accompanied by the bond of two responsible sureties, in the sum of two thousand dollars, that the bidder will accept and perform the contract, if awarded to him, when notified that it is approved by the United States Treasurer. Bids or Offers of the United States Treasurer, of the place in which the work resides.

Payments will be made monthly upon the estimates of the Superintendent, deducting ten per cent. from the amount of each such contract.

Bid proposals must be enclosed in a sealed envelope, addressed to the Superintendent, and endorsed "Proposals for Heating and Fire Extinguishing Apparatus.

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PROPOSALS FOR SUPPLIES.—OFFICE OF PAYMASTER, UNITED STATES NAVY, NO. 425 CHESTNUT STREET,

PHILADELPHIA, August 27, 1870.

SEALED PROPOSALS will be received at this office until 12 M. on TUESDAY, September 6, 1870, for furnishing the United States Navy with the following articles, to be of the best quality, and subject to inspection by the Inspecting Officer in the Navy Department, at the place where they are to be delivered, when required, free of expense, to the Government, for which security must be given:

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10,000 " " " " 1 "	
10,000 " " " " ¾ "	
5,000 " " " " 2 "	Panel
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5,000 " " " " 7 "	"
5,000 " " " " 8 "	"

To be well seasoned, from 12 to 16 feet long, from 12 to 18 inches wide.

50,000 bd. feet White Oak Plank, 3 inches thick, not less than 35 feet long, from 12 to 14 inches wide, well seasoned.

Bidders are referred to the NAVAL CONSTRUCTOR, Navy Yard, for a more particular description as to quality, time of delivery, etc., and the right is reserved to reject all bids that are not considered advantageous to the Government.

ROBERT PETITT,
Paymaster,
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PHILADELPHIA, June 22, 1870. mh31-tf

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aug24 1t

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CHIPPING ROSIN—1,334 BARRELS strained Shipping Rosin, landing from steamship Mary Sanford; 500 barrels No. 2 Rosin, landing from schooner Ariadne; Rosin for sale by EDWARD H. ROWLEY, 105 S. Front street. aug 31 tf

TELEGRAPHIC SUMMARY.

HON. D. J. MORRELL was yesterday renominated for Congress by the Republican Convention of the Sixteenth Pennsylvania District.

MOSES GRANDEY, an old man, was killed by falling down a shaft fifty feet deep, in an one mine near Reading, yesterday.

THE Patent Office has granted an extension for seven years to the patent of Henry Voler for converting wood fibre into paper pulp.

Ex Scrunton on Monday night, a man named D. F. Gregory was killed by falling from the railroad bridge, a distance of 70 feet.

AT Newburg, N. Y., last night, John H. Searcitus, a prominent citizen, was shot dead while sitting at his table. The murderer, who is supposed to be insane, is in custody.

It is stated that Wm. Rappel, a German citizen of Newark, N. J., who came from Frankfort-on-the-Main, lost three sons at the battle of Wissembourg.

THE Democratic State Central Committee held a meeting at Harrisburg yesterday, and received reports from all sections of the State. The attendance was large.

In Arizona, the Pilla and Maricopa Indians are fighting with the Apaches. In the neighborhood of Tucson, the Apaches have been quieted by General Stoneman's vigorous policy.

THE West Point Cadets broke camp and went into winter quarters yesterday morning. President Grant was present. It is now sloping for a day or two with Secretary Fish.

JOSEPH KEARNEY, a Professor in Seton Hall College, was killed on the New York train near South Orange Station, N. J., on Monday night. He was from Baltimore, and only 28 years of age.

THE Cincinnati Methodist Episcopal Conference adopted a report yesterday, "The membership of this Conference is 39,300, being an increase of 2,111 during the past year.

THE Chester County Republican Convention yesterday nominated Hon. Washington Townsend for Congress, Hon. Thomas B. Cooper for Senator, and J. C. Keech, Levi Prizer and Samuel H. Hoopes for Assemblymen.

THE Delaware, Lackawanna and Western Railroad Company announces the issue of new stock to the amount of $2,000,000, for the purchase and investments in the Nanticoke Coal and Iron Company.

HON. Carl Schurz agreed to meet at Fort Laramie, by the middle of September, the Commissioners from the Indian Department for his tribe, but he must first meet all the principal chiefs.

THE Democratic Convention of the Eighteenth Ohio District yesterday nominated J. M. Gallinberry for Congress. In the Seventh Maine District, Congressman Lynch was nominated Alvah Black for Congress.

AT Dubuque, Ia., yesterday morning, three workmen, Thomas Foley, Thomas Mulahenny and Lewis Marsh, were killed by the caving in of a sewer shaft, unexpectedly. Two others, named John Develin and Thos. O'Keefe, were severely injured.

THE Berks County Democratic Convention yesterday nominated the following ticket: For Congress, Lawrence Gibb; Senator, J. D. Davis; Assemblymen, J. A. Conrad, A. T. M. Keffer and H. H. Shaffner; Commissioner, William Kahn; Poor Director, Jos. Fox.

THE Republican State Convention of Mississippi, held on the 18th, is asserted that it is should nominate McClung for Governor, Gratz Brown will run as an independent candidate. The contest will be between the Ku Klux Klan, is on the question of the enfranchisement of ex-rebels.

THE WAR.

LONDON, August 30.—It was reported several days ago that Prince Frederick Charles was wounded and go to pieces, but he is alive and this report seems to be gaining strength. It is supposed that the Prince Royal is about to depart from the original plan of operations because he has found the enemies forces are seriously endangered with so large an army in his rear.

The 4th Army is now scouring the eastern departments in order to prevent communication between the Loire and Paris.

Army correspondents in France are faring badly. Jules Claretie, the famous, is imprisoned at Rheims; Hall, of the *Graphic*, is imprisoned at Nancy; and Holdsworth, of the *Pall Mall Gazette*, is held by the Prussians at Chesne, sending the Prince here at the same place.

This morning the Prince and his escort started half-past 2 o'clock for a secret destination, which I am prohibited from stating, which proves that the enemy have not, as report said, left the neighborhood of Sedan. The Prince goes by the common road, indeed, but he would not be seen forward unless the neighborhood was free from the enemy. We start to-morrow for Montmedy, via Sedan. Yesterday we passed several hundred artillery horses and some guns from Metz, which the bombardment was contrary to the laws of humanity and modern warfare. The inhabitants had been denied leave to withdraw from the city. The bishop obtained a twenty-four hours' cessation of the bombardment, in order to give the governor of Strasbourg an opportunity to negotiate. The governor was accordingly invited to come out and examine the preparations which had been made by the Prussians for continuing the siege. As Major Leczinsky escorted the bishop back to Strasbourg his flag of truce was riddled with bullets. The bombardment continues with guns of the largest calibre, and the surrender of the city is merely a matter of time.

LONDON, August 30th.—[Special to the N. Y. *Herald*.]—A special despatch from Berlin, dated to-day, says that Austria is secretly making preparations for war, and that a Austrian army has been recalled, and other warlike preparations are made. The object of this policy is not known.

VIENNA, Aug. 30.—There is no truth in the rumors that Austria is forming an army in Galicia.

PARIS, Aug. 30.—Much confusion has been created here by the forced departure of a large number of Germans. The journals, however, indicate the movement of the French troops which will insure the retreat of many enemies in the rear.

Parisians of all ranks have been enrolled for the defence of the city.

IMPORTATIONS.

Reported for the Philadelphia Evening Bulletin.
CAPE MAY, August 30—Arrived, Schooner Ayerbaine, 13 miles off cape; 2 miles off Brigantine, Schooner Ariadne, 3 miles off Brigantine, Schooner Ellen Pierce, 3 miles off Brigantine, Schooner Ellen Pierce, 3 miles off Brigantine, Schooner Ellen Pierce