

The Indianola Bulletin.

VOL. 1.

Devoted to Commerce, Agriculture and the Dissemination of General Information.

NO. 27.

BROWN & BRADY,

INDIANOLA, TEXAS, THURSDAY, AUGUST 26, 1852.

PUBLISHERS.

For the Indianola Bulletin.
LINES TO—
Why not again that voice to re-write,
Whispering, laying onward, fearlessly sung?
Thank you that Faery now can make
Such numbers burst of her magical magic!

Up, bid the bright image of Beauty arise,
Aid the dark vaults of Despoty's reign,
And strew for her how a garland that vies
With the love of Hope from the woods of the main.
Go, stay in his course your meteor star,
As firmly he speeds on his luminous way:
Tremulously bid him descend from his car,
And bid to the charm of thy rapturous lay.

Then, then, may you claim from the heart that is still,
The note of the happy, the joyous and free,
And home of a talisman off to make glad
Without the false phantom of Hope's ecstasy.

But bid not on the ocean of Passion arise
& strew that thy spirit can never quell;
Doubt not the quiet of your tranquil skies,
Where the calm star of Lethe at last comes to dwell.

GARIBOLDI; Aug. 1852.

RAILROADS—GALVESTON.

We notice lately the proceedings of a meeting in Galveston, proposing what they call a *General System* of Railroad Improvement in Texas. With a portion of their systems we are well pleased, and shall feel it a duty, now, and at all times, to advocate so much of it as we believe to be just, practicable and legitimate. But when Galveston so distorts her general system as to stretch her arms across the country, and endeavor to draw the trade and productions of the great West—the Colorado, Lavaca, Navidad, St. Marks, Guadalupe, San Antonio, etc.—from their legitimate channel through Indianola, we, and the people of the west, are bound to say, "this fair shall thou be, and no farther." We are opposed to any system that has alone for its object the aggrandizement of a single point to the detriment of another point of equal claims, power and prospects. To Galveston we have always, and do still accord the trade of the Sabine, Trinity and Brazos, as legitimately belonging to her, so long as she holds out inducements for it equal to her position. If with the productive wealth of that vast region she cannot build herself up in commercial greatness, we have been in error to its extent and value.

Then let Galveston ask the State to aid her in building roads to facilitate her connection with those rich valleys.

On the other hand, Matagorda Bay is the natural and actual outlet through which the trade of the rising west must ever pour, and it is worse than madness for Galveston to endeavor to divert it from Indianola, its legitimate emporium. But we are ready to meet Galveston shoulder to shoulder in support of a *really* general system of Railroads—one that shall for the present contemplate the simultaneous commencement, and favor of two principal trunks of roads, the one beginning at Galveston Bay, the other at Indianola (i.e. Powder Horn Bay), and running into the interior as the friends of each may desire, and throwing off branches wherever trade may demand. Of branches on the Galveston road we leave them to plan; but as to our road we have got our views as to what would be fair and practicable.

We are first for a Railroad from Indianola to Gonzales, via Victoria, because it taps the heart of the west, passing by the shortest route to the centre of our great agricultural region. From Gonzales, let one route look to Austin, Lockhart and Georgetown; another, to Seguin, New Braunfels and San Antonio. From Victoria or Cuero, throw a branch off to La Grange via Hallettsville and the rich lands of the Upper Lavaca and Navidad; or, instead of this, and which would answer as well, or better, and accommodate more country, let a road be built from Texana up the dividing ridge of the Lavaca and Navidad, via Hallettsville, to La Grange, there, in either event, to join any road that may be run up the Colorado from La Grange to Austin. To complete the system, then a road from Victoria to Goliad, thence up the San Antonio.

Here, then, is a net-work of Railroads that will at least approximate justice to the west, leaving the Nueces and tributaries, with the plains of that region, to Corpus Christi, where they belong, and one that chimers with the natural formation of the country. At La Grange or Austin our roads would connect the roads from Galveston Bay, and thus the State would be indissolubly bound together.

We are no enthusiasts. We do not picture to ourselves the completion of these roads very soon. But still, if a wise State policy should be adopted, and the principal trunks first laid down, with attention to the secondary routes as our country becomes more wealthy, a few years would place us on the road to the grand destination. Let the people first unite on the main roads of the coast of the British possessions. This

roads, and lend their energies to start right and keep right. Let every good citizen own down sectional feeling and determine to do justice to all the great interests we have at stake.

We want to see the Colorado and San Antonio—Austin, La Grange, Texas, Victoria, Gonzales, San Antonio, New Braunfels, Seguin, Lockhart, Goliad, and all the towns and counties of the west, brought together. One main trunk from Indianola to Victoria, thence up the Guadalupe to Gonzales, or Victoria, as a first effort, would be the nucleus around which the enterprise of the country would centre. From Victoria, wagon transportation is less difficult, and our trade and travel would be greatly advanced by a road to that place alone—Victoria and Gonzales, with their rich corporations, and the masses of their counties, as well as De Witt, would join us heartily in the work. We lay it down as an undeniable fact, that the first road should run up the valley of the Guadalupe.

We should deem a road from Texana to La Grange, via Hallettsville, as of vital importance. From Texana to this place it is but thirty-five or forty miles of good steamboat navigation. From there to Hallettsville, about forty miles, is as pretty ground for a Railroad as the State can boast, with abundant live oak on the route. On either side, at from two to five miles, runs the Lavaca and Navidad, with numerous tributary streams.

[Correspondence of the Bulletin.]

New York, Aug. 7th, 1852.

Miss. Brown & Brady: This is a great town—a great country—and we are astonishing people!—New York certainly abounds evidence of the fact. Closet horticulture, and the world would be astonished at the effect which it would produce upon commerce and trade; sink her capital, and the sum of our progress as a nation would dwindle in its upward course. The garrulous principle of Yankeeism is more fully developed in this land of enterprise than the honest Southerner can conceive, and, my word for it, if a Cannon-Shooting Transit Company, proposing to "put" two passengers safely "through" to Boston out of every fifty it were loaded with, (the balance to be killed) there would be a tremendous rush at the office, and tickets would command a premium. Aye, this is a fast country, I avow—and a great one! We have prettier women, handsomer men, bigger lakes, longer rivers, higher mountains, *forster* lighting, and louder thunder than all other nations on earth. What do you say to that, Mr. Beecher? But some low-sit foot of an Italian says that we have nothing that compares to Vesuvius. A wag replied that we had a Niagara that could put it all out in two minutes, exact.

Walk on Wall Street, and such a host of Joint Stock Companies never before was known—one of which I have heard but not seen—the Otago Gas-light Company, which will go into operation, produce light superior to the sun, moon and stars. Another, the Colonization Society, for growing green cheese in the moon—both, with a thousand others, yielding five hundred per cent. Money is abundant, and it is the all absorbing theme. The silver-haired gentleman, whose elegant palace on Fifth Avenue, costing a hundred thousand, still toils on counting his per cents.—He was raised in honor—is a credit and acquisition to Wall street—but little does he think that a daughter, upon whom he has lavished all a kind father's affection, though surrounded by all that wealth can bestow, riots in houses of debauch. The malign influences of fashionable life has ruined her, but the external round of pleasurable confusion and excitement conceals from public gaze her lack of virtue, and the trappings of wealth gilds the mass of foul deformity with a happy covering. All, all is forgotton in the race for wealth, and once obtained, caters to niggro sin than the angels of heaven can ever blot out! Oh! the world! when in wild fanaticism and gloating after that dash, which buys luxury, bequeaths power, confers the cloak of religion, and transforms the damned soul of chaos to a seeming angel, will ye remember that a Sodium and Gomorrahine were green and flourishing? Money, money, money! Is it the watch and password "from morn to night, from night to dewy morn again?"

W. R. R.

The Washington correspondent of the Philadelphia Ledger relates the following of General Cass:

"General Cass having been accosted today at the National Hotel by one of his friends, who observed that 'republics were ungrateful,' the old statesman instantly checked him by assuring him that the republic of the United States had been remarkably grateful to him. 'I crossed the Alleghany, on foot,' said General Cass, 'I rowed my own boat on the Ohio river; and from that humble position I have been exalted by the gratitude of the republic into every station of honor, trust, and emolument, except one, and that not elected.'

"If there can be any man, and more wretched than John Bell, as almost for their scarcity. But, to be more serious, this scaly fair has been the most prominent subject of discussion in the newspapers for some time, and will not be so easy of diplomatic disposal as may appear; and it is apprehended that the two naval forces now of New Brunswick will come in collision, making war inevitable. The British Government contends that we are wrong in the interpretation of the treaty of 1818, and the Derby administration, seems determined to teach us the analysis of the Anglo-Saxon language. The treaty of 1818 was the work of Richard Rush and Albert Gallatin, two of our most distinguished statesmen. It granted forever, to American fishermen, the right to take fish within three marine miles of any

coastal waters of the British possessions. This

"San Antonio, at the late election,

we gave double the vote of any town in Texas. It is, therefore, beyond all cavil or doubt, the Empire City of Texas. Hencenow will must Galveston and Houston look to the fact, and doff their respective hats to us. Since the election of 1851, we have increased our vote some two hundred, and we are yet but vigorous juvenescence."

"Strong and healthy, and with good morals, we shall not condemn our struggling co-

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THE BULLETIN.

JOHN HENRY BROWN, EDITOR.
INDIANOLA, TEXAS.
THURSDAY, AUGUST 26, 1852.

We are authorized to announce Alvaro G. Carteron as a candidate for the office of Sheriff of Calhoun county.

We are authorized to announce William Chamberlain as a candidate for the office of Sheriff of Calhoun county.

As announced in our last, Mr. Brady leaves for the Indians this morning.

The Election—Remember that the special election for Sheriff comes off on Saturday.

PROTESTED MEETING.

A Protested Meeting will be held in Indianola, by the Presbyterian Church, commencing on Thursday evening, September 2d, and closing on the Sabbath evening following. At noon on Sabbath the Sacrament of the Lord's supper will be administered. The Rev. M. S. Gibson, of Houston, Capt. A. V. Moore, Cooke, Bishop, and perhaps other Ministers, will be present.

Divine Service.—The Rev. H. R. Ford, will preside at the church on Sunday, at 10 A. M., and at night.

Covers. Week-horse.—By the vote at the late session, under the law of the last Legislature, the people of Calhoun county decided by a vote of 201 to 2, in favor of the establishment of a County Work-house. The County Court will, therefore, probably adjourn in jail with it, as a matter of economy. The people of the county have greatly felt the want of some such establishment, without a good price; it is almost impossible to retain such, or condemn men guilty of high crimes till a trial may be had.

We believe, also, it is the intention of the County Court, as soon as funds can be procured, to erect a Court-house, that may be able to accommodate us in the building of the State House for 1852-53, our county will be able to accomplish these desirable ends.

The County Seat.—As announced in our last, would be the case, all the county offices and agencies have been removed from Lavaca to Indianola. With this change our place also gains several valuable families, formerly of our sister town.

We are under many obligations to Senator Houston, Judge King, of Alabama, Soule, of Louisiana, Cass & Douglass, and to Moses, Howard and Sorenson, of Texas, Porter, of Missouri, and Col. J. D. Graham, of the Engineers, for repeated favors of public documents, maps, speeches, &c. To our excellent Schuyler, Rock, we are specially bound for valuable favors, among which is the Report on Light-houses for 1852, a large and valuable volume.

We learn that the Light-house at our Pass is progressing steadily to completion.

Wagon Roads.—We are the ardent friends of a railroad system from this place through the interior. We do not, however, desire to see every road merged into a Rail-road enterprise, to the exclusion of our more immediate necessities for an improved wagon road. We should appoint competent men and a Surveyor to thoroughly examine the country from this to Victoria, and lay out a straight road, having regard to the best interest. Many persons are of opinion that the best and shortest route would cross Chocolate at Ogallala Bridge, and, running in a direct line, fall into the Lavaca road at a few miles below the twelve mile house, on Pecos creek. If so it would have double advantages, should the road be improved by work, by answering also, from that creek down, for all wagons from Hallieville and that section of country. We think that route ought to be examined, and if it is the best and shortest let us adopt it; if it has not the disadvantage, let the old road be straightened and improved. The planters and merchants of the country are now turning their trade to Indianola with great rapidity, and it behoves us to give them every facility in our power. Let the people of Hallieville continue to show their enterprise, and that same spirit that has carried her forward as if her name will accomplish wonders in a short time. Let "harmony, concert, and action," be our motto. It is thought that on the hay-hands, which may be done for our roads, simply by digging two ditches fifty to sixty feet apart, so as to divide the land between them. In many places, such roads would answer well for other purposes, and it would have to be thrown up, or less in addition to the others. We look for a good wagon road as speedily as possible, but this should not detract from the importance of our Rail-road.

The return of several of the Indiana emigrants who have been buying their fall and winter wheat in New York, Boston and Philadelphia may be expected soon. The place will very soon have double the amount of merchandise it has had, and has been introduced any previous year.

New York.—The election was fixed as above in our last.

Louisiana.—We understand this handsome village is growing considerably. It is the county seat of Calcasieu, comprising, between the rivers, and Austin, and in a rich section of country. They have many fine springs, flour, and lumber mills in the neighborhood, and have done considerable to promote the cause of education.

We are glad to see of several farmers who are engaged in settling here and there. This is as it should be. We have rich lands, plenty of timber, good markets, good pastures, and health. Come on!

SULPHUR SPRINGS.—Western Texas boasts several valuable sulphur springs, one on the Colorado, Bexar county, one on the San Saba, DeWitt county, one on Peach Creek, in Gonzales county, and others, all said to be of great value. Sixteen miles above Gonzales, near the Peach Creek mountain, there is a sulphur spring, said to be very pure. We should be glad to receive communications descriptive of these springs and their medical properties.

Mr. Donist, clerk of the steamship Mexico, will please accept our thanks for his usual favor.

THE SAN ANTONIO RAILROAD.

From what we can learn, public confidence is pretty well destroyed in this company. It has been chartered nearly two years, and fails to have commenced the work by the 1st of November last, which has not been done yet. The great objection to that company partly consists in the fact that the company was chartered, has been controlled and officiated expressly for, and for the benefit of, San Antonio. Every officer and employee of the company, has been a citizen of that city. The coast and intermediate region have had no voice in the matter, and many of the Directors are large landholders in the country, and may have been amenable to the charge of self-interest on that score. The provision is inserted granting them the privilege of selecting a separate terminal anywhere between Galveston and Corpus Christi, is an artful and impudent one.

By it they have thrown themselves under the auctioneer's hammer to be knocked down to the highest bidder—a most invidious attitude for a company boasting its high name. The consequence is, they have won the end of delayed and artificial speculation among the coast towns and along the various proposed lines, and, because they ultimately may, they will go into the Northern money market and commence their work at home, never to be commenced, with the opposition and jealousy of half or two-thirds of those whose favor they might have enjoyed, had the charter laid down the route at once by which the people would have voted with their eyes open, and we have no doubt, but better indications would have been obtained. This rivalry by the terminus gets up a momentary, delusive flattery, which would be easily analyzed. They have at various times induced the belief that the end would go, in one place or to that—at the time to Aransas, then Powder Horn, then Tres Palacios, next Houston, &c. &c. with occasional threats of Galveston as a connection with the N. O. and Galapagos road.

Now, we lay down one broad proposition, viz.: that any railroad designed to benefit Lower Texas, should start from Powder Horn Bay, or properly speaking, Lower Indiana. Why so? Because it is the head of good navigation on the Bay—it is situated on the mainland, nearer to the interior than any other point, having good navigation—and has been designated by the general development of the country, in its rapid growth, and the accumulation of capital as pre-eminently, *the point!* Enjoying a large and rapidly increasing trade, with at least a thousand permanent inhabitants—having far outrun their only real rival, established from her a portion of her citizens, the good will and influence of the principal New Orleans houses, the Government Military depot, and more recently the Seat of Justice with its concomitants, we shall be able to think or fear that it is in the power of thirteen gentlemen of San Antonio, acting as Railroad Directors, to besiege the wealth of the state, and another section of a place sufficiently to endanger their prosperity, and especially when, in the language of our neighbor of the opposite, it is for the sole benefit of "one or two rich nabobs," who never astonished the world with their liberality, nor set it on fire with patriotic enthusiasm. But we will say, that if the San Antonio Company shall listen to the voice of experience, and to the commercial channel of the country, locate their new road, established from her a portion of her citizens, the good will and influence of the principal New Orleans houses, the Government Military depot, and more recently the Seat of Justice with its concomitants, we shall be able to think or fear that it is in the power of thirteen

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