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PUBLISHERS.

TO YOUTH.

BY WALTER SAVAGE LANDOR.
When art thou young, high-souled youth,
With wing as ether soaring,
And smile that never lets thy mouth
Forget the beams of heaven,
Thou art what I would wish to see
In every man that breathes,
I feel not that I fall in love
With thee, but that I fall in love
With every man that breathes,
I feel not that I fall in love
With thee, but that I fall in love
With every man that breathes.

TO AGE.

When art thou old, I feel not that I fall in love
With thee, but that I fall in love
With every man that breathes,
I feel not that I fall in love
With thee, but that I fall in love
With every man that breathes.

RAILROADS vs. PLANKROADS.

Worship the following article from the
Washington (Texas) Lone Star, in which
paper it appears as a communication. At
this time, in the infancy of an internal
improvement system for this State, it is well
that the people should carefully examine
into the different and most practicable
means of making transportation, easy,
cheap and quick.

Mr. Erwin:—Being an early advocate
of the contemplated railway from Buffalo
Hayes to our county, and having noticed
all that has been advanced, pro and con, in
the premises, and especially the recent
movements of some of the Galveston
citizens in convention, as well as the course
of the energetic Dr. Moore, of the Telegraph,
I wish to make a few remarks in relation
to the ultra notions of those parties. The
idea I will suggest, however, are not exclu-
sively my own, but are suggestions of a few
practical farmers, and although they may
not possess the financial abilities of a Dr.
Witt Clinton, nor know much about com-
mercial transactions or the current of trade,
yet they have enough of common sense
to make some estimate of the cost of a
road some sixty miles long, through a
country which Nature has almost herself
made ready for the superstructure. In re-
ference to the views of the late Galveston
convention, I would remark, that if there is
not enough of public spirit in the counties
of Harris, Austin, Washington and Grimes,
to build a railroad sixty miles long, at this
very time, I would ask, how great a waste
would it take the whole State of Texas, (a
great majority of whose citizens know about
as much and care about as little of and far
internal improvement as a wine does about
a holiday) to enter into the spirit and
knowledge of their great project of building
thousands of miles through a vast wilder-
ness—a project about as feasible and delu-
sive as the feats of the ancient Don Quixote.
It appears to me that the people of the
United States did not like to follow in the
waste of those in our interior, and hence
their great plan to throw us far into the
shades—Dr. Witt Clinton is quite a baby to
some of those great spirits in that con-
vention.

Now, in connection with the foregoing,
we wish to review a few of Dr. Moore's
comments which he has made in the last
Telegraph, on the communication signed
"Highway." If the "cost of the grading"
and the "price of lumber" is so cheap, is
not that to the same advantage in making
a railroad as a plank road? I think the
more so in favor of the railroad, because,
as to the article of saw mills, the railroad
can be made without a saw mill at all—for
every particle of wood necessary can soon
be made ready to lay down from under the
broad-axe alone, and that, too, by negro
labor, not exceeding 50 cents per day, for
wood houses—thousands of miles of road
have been made without the aid of a saw-
mill.

With regard to the "Utica" plank road,
I presume they are traveled exclusively by
high-mettled horses at the rate of seven or
eight miles per hour. Now let us call to
our minds eyes, and imagine the "homo-
sapiens" (as terms of course) of the plank
road, on the Dr.'s plank road—away in the
front of the long train is an old woman,
with his old team of oxen, plodding along
at the rate of half a mile an hour—he has
got on the track first, and it is quite a
struggle to get him off; and it is quite a
struggle to get him on when he has to go
back on the grass for at least half a day, to look
back on the train behind him, composed of
homo sapiens, mule teams, carriages and
stage coaches, interspersed with his own
coach of cattle, standing still, (for if they
were loaded it is impossible for them to get
off on the "earthen road," and waiting his
motion to start again. Now, in this beau-
tiful condition, Doctor, the men driving the

horse and mule teams would expect to see
the "pursu-proud" duns and others of the
"putting cars," to take their cotton off their
wagons, and let them return home to their
farms by way of the "earthen road." But the
Doctor says that the "earthen road" is ele-
vated several inches, and "becomes so firm
and compact that wagons can make but lit-
tle impression upon it when they turn out.
This may be the fact in regard to high rolling
land, and in the case with the Utica
road," but if this flat prairie, through
which the Doctor's road runs, was thrown
up there must be a continued ditch. And
when it is at all practicable this "earthen
road" will be more traveled than the plank
way, and consequently this "earthen road"
will soon have those "deep ruts," yes, just
like it always has been—the stage-passen-
gers will have to carry their families, as
formerly, to prize out of the mud holes.—
Dear Doctor, you must be an old Texan,
heart and soul; you think we will never
have any thing but ox-teams—nothing but
Ball & Brandy. The writer has seen plank
roads, and Macadamised roads, but has
never seen an ox-team on them. A good
horse-team will travel 20 miles, on an av-
erage, while the ox is resting and feeding;
and will those fast wagons turn out on the
earthen road to pass every ox-team they
come up with? The Doctor says: "It is
only when 40 or 50 teams follow in the
same track that deep ruts are formed," but
then again he says that the "homo sapiens"
of the plank will be seen extended in
long lines upon them." Well, then, to
make those "extended lines," it will take
some 40 or 50 wagons, consequently the
aforesaid "ruts" will be formed and no mis-
take, unless it ceases to rain in Texas.—
Doctor, a plank that is a plank (and our
country is now filling it up with such) would
prefer to have his teams in his cotton-gin,
or in his plough, and he can well afford to
pay those "pursu-proud" demands of the
railroad corporations, especially as those
demands are to be regulated by the laws of
the country.

The Doctor says that five years must
elapse before a railroad can be built from
this city (Houston) to Austin. Now, Doc-
tor, as Gen. Jackson said about removing
the deposits, "the friends of the Brazos"
just want, at this particular time, to make
"an experiment," by making a road in five
months, instead of five years, and to begin
the work right now we will only need \$100,000.
The very first railroad in Alabama
(then an experiment) was completed in
that identical space of time, seventy miles
in length, and that by up-country people.
The most of that work was performed by
common negro labor and cheap mechanical
labor.

If we cannot at the outset make special
contracts with the planters to grade the
road with their negroes, (say contracts of 5
miles each, (the right of way being donated)—
these negroes will grade the road and
make the labor in five months, and other
gross negroes for cash, to the effect of bid-
ding, which will buy \$100,000 worth of iron,
\$50,000 more will buy the cross-ties, pay
the cross-ties, and the little mechanical job
that may be needed. This much being
completed, and the property pledged as
collateral security, credit will finish the
road, so more means could be had. You
will therefore see that we are not wasting
time in idle or extravagant theories, but are
making reasonable calculations in a plain,
business-like manner, as has been done in
the older States, and which are now in pro-
gress there. We are going ahead just as
if we were preparing for a cotton crop. We
propose a convention in your city on the
1st of October, to adjust the preliminaries
for active operations. Not more than \$500
will be necessary to expend in surveying
and leveling the ground preparatory to the
grading from Houston to the river; and
when the sovereign west of the Brazos
come up to our help, the road will go on
to the city of Austin, with a rush; and I
reckon when you see that Washington and
Austin counties shall have subscribed \$100,000
(which will soon be reduced to a cer-
tainly you will believe in our "sincerity"
to "complete" the work, at least to the
Brazos, without delay.

CHAPPELL HILL.

INTERNAL IMPROVEMENTS BY THE STATE.
We approve of the features of the new con-
stitution, prepared by the late convention of
Louisiana on this subject. That instrument
provides that the Legislature shall have
power to grant aid to companies or
associations of individuals formed for the
exclusive purpose of making works of internal
improvement, wholly or partially within
the State, to the extent only of one-fifth
of the capital of such companies, by sub-
scriptions of stock, a loan of money, or pub-
lic bonds; but any aid thus granted shall
be paid to the company only in the same
proportion as the remainder of the capital
shall be actually paid in by the stockhold-
ers of the company. The State can create
no debt for internal improvements exceed-
ing eight millions of dollars, and the Legis-
lature is required, in the law creating the
debt, to provide adequate ways and means
for the payment of the current interest, and
of the principal, when the same shall be-
come due, and the law is irrevocable until
principal and interest are fully paid and
discharged, unless the repealing law con-
tain some other adequate provision for the
payment of the principal and interest of the
debt.

A State Board of Public Works is to be
established.—Civilian.

RAILROAD FACTS.

The following facts in regard to the
Railroad system, apply with great force to
this State. With two main trunks terminat-
ing at Galveston and Indianola, and pen-
etrating the interior in such course as to in-
duce branch roads, there can be no doubt
of their success. The natural formation of
the country invites this course, and it is
hoped that enterprise and capital will be so
directed:

1. That they never fail to advance the
commercial prosperity of the city.

2. That they advance the value of the
landed estate or property of the city and
country through which they pass, from
100 to as high, in some instances, as 5000
per cent.

3. That no matter how far the road is
extended—how many branches it may
have, the extension, and the branches,
equally impart such value to the country
developed by them.

4. That the company building such road,
properly managed, never break, nor
become unprofitable.

5. That the railroads from Boston,
New York, Charleston and Savannah, and
the same in Europe.

6. That the railroads of States ad-
jacent to the great commercial seaboard
market, but connecting with the main trunk
leading to that market, are also good pay-
ing roads, and possess the power of en-
hancing the value of the country developed
by them.

7. That the New England roads since
their connection with Boston, the Michi-
gan, Northern Ohio, Indiana and Illinois
roads connecting with New York, &c.

8. That where railroads have been
constructed in violation of these principles,
the companies have failed, and consequen-
tly, if disregarded in future, they will con-
tinue to fail.

9. That this is so well understood
by all bankers of any note, that roads start-
ing from or directly connecting with such
great commercial seaboard market, received
moneyed facilities which are invariably
denied now to roads where no such con-
nection exists.

10. That all transshipments, reship-
ments and delays from physical causes
must be avoided, and the road made as di-
rect as possible.

11. That geographical and local con-
siderations, such as a wide extent of country
aggregating from natural facilities the produce
and merchandise upon a particular point
in the interior, serve to make that point or
city one from which railroads may radiate,
and produce good effects upon the value
of its property and that of the country through
which they pass, if not counteracted by
special and local obstacles.

12. That where the principles here
set forth have been disregarded, the coun-
try has been retarded in its growth and
prosperity, and a distaste and aversion to
railroad improvements engendered in the
minds of the people in consequence.

13. That, as a general rule, it may
be affirmed that all railroads not connect-
ing directly with the great seaboard market
of the country, fail, and the company break.

14. That at the first all railroads
must necessarily be local and sectional,
but although local and sectional.

15. That prudence demands and
success requires, that in order to obtain the
greatest amount of benefit from railroads,
they should be so located that their exten-
sion may bring about such connections with
other roads, and other sections, as will con-
nect local roads into State roads, and State
roads into international and national roads.

16. That roads which do not con-
structed, starting from the great city and
market where the produce seeks its sale,
and the country its supplies, never fail to
add to the value of the real estate of both
city and country.

17. The following "hogish" story
will do for the M. D.'s to debate on for a
week to come.

A few weeks ago, says a correspondent
of the Locomotive, I was standing on the
platform, with several others, in the town
of—, and some of the crowd had been
spinning some yarn, and one kind of yarn
spinning some yarn, and he could tell a
truth that would get all their yarn down.
Said he, I once knew a man who got kicked
on the head by a horse, and was badly
wounded. A man was immediately sent
for a physician, who found the poor fel-
low's skull broken and a considerable
amount of brain gone. He ordered a hog
to be killed, and took a ten-cupful of its
brains, filled up the cavity in the patient's
head therewith, pushed it in with silver,
dressed the wound, and in a short time he
was well as ever, except that he showed a slight
inclination to root!

FRESH BUTTER.—The Washington Tele-
graph says a patent right has been recently
granted to a citizen of Ohio for the preser-
vation of fresh butter, by a chemical process,
to stand any climate for any time.

INCIDENTS OF THE BATTLE OF THE THAMES.—WHO KILLED TECUMSEH?

Gen. Cass, during a discussion in the Sen-
ate, on the 5th ult., on the Indian appropria-
tion bill, in advocating the payment of a
certain amount of money due the Shawnee,
a tribe with which he had had much
official intercourse, and of which the cele-
brated warrior, Tecumseh, was the chief,
took occasion to "vindicate the truth of his-
tory," as follows:

There are two historical points which
have been much debated, about which I
wish to say a few words; both are con-
nected with Col. Johnson and these Shaw-
nees. The question has been often mooted
as to who was the author of the movement
by which the mounted regiment composed
of the attack upon the British at the bat-
tle of the Thames.

Probably I know as much upon that
subject as any other man now living, and
the facts are these: General Harrison had
prescribed the order of battle, and promul-
gated it in the usual manner. That order
directed that the army should move, in-
fantry in front, with a portion of the force
placed at right angles to the main body, to
prevent the enemy from turning the flank.
The cavalry were to remain in the rear, to
follow up all the movements of the infan-
try. They were posted with the Thames
on one flank and an almost impassable
marsh on the other. Just as the arrange-
ment was completed, and the British forces
were almost in sight, I was sitting on my
horse, when General Harrison rode up, and
said to me, "I have a great mind to change
my order of battle. I feel very strongly in-
clined to let Colonel Johnson's regiment at-
tack the British line first." I replied, "You
have undoubtedly considered the difficulty
attending the charge; the mounted men
are brave, but undisciplined, and their hor-
ses unused to service. If defeated, they
may be upon our line, and do us irrepara-
ble injury." His answer was, "Col. John-
son says he can break the British line, and
I will let him try." Well, the movement
was made and was successful; and never
from that day to this, have I had any
doubt that Col. Johnson proposed the
movement to Gen. Harrison.

Mr. Butler.—Did Col. Johnson's regiment
charge the enemy with swords or rifles?
Mr. Cass.—The men were all on horse-
back, armed with rifles, few of them had
swords; they rode down the British forces,
broke their lines almost without impedim-
ent. I saw the whole operation myself,
being there rather as a spectator, for I was
not in command. I talked about it after-
wards with some of the British captured of-
ficers, and having expressed my surprise at
the little opposition they met with, I
asked why they allowed their lines to be
broken, and they men rode down? They
replied that they had heard our bugles in the
swamp for the left, where they supposed that
we had a heavy force of regular cavalry. The
bugles, Mr. President, were some old tin
horns, and we had no force there at all.

I had some conversation on the subject,
the other day, at Lexington, with a very in-
telligent gentleman—Captain Johnson—a
younger brother of Colonel Johnson, who
was there, and we compared notes, and
agreed in our recollections.

Now, as to the other historic but dis-
puted point: Who killed Tecumseh? (Lan-
guage.) I will tell you what I know. Tecum-
seh fell in the battle, as we are all aware;
but the following year the Prophet, Tecum-
seh's brother, and his son, a young Tecum-
seh, a very intelligent young man, of
tame to see me, and we had several
conversations respecting the series of events
in which his father was engaged.

The young man was near his father's
bedside, but his uncle, the Prophet, de-
scribed the battle very emphatically—the
persons, the parties present, and the inci-
dents, without hesitation from the begin-
ning to the end, and I have no more doubt
from his narration than I have that I am
here, that Colonel Johnson was the per-
son who killed his father. There were
three of the Johnsons in the battle, and
they were as brave men as ever followed
the standard of their country to war.

General Cass continued his remarks,
and referred to many incidents to show
the services rendered the United States,
during the war, by the Shawnees. Gen.
Harrison and himself, in 1814, at the dis-
cretion of the President, held a conference
with a large number of them at Green-
ville, Ohio, when they agreed to join our
standard, and subsequently did so, as an
efficient service. A party of them ac-
companied Gen. Cass to the mouth of the
Tennessee, and had an engagement with
hostile Indians, who were urged on by the
British, within two miles of Detroit; and, in
this fight, Gen. Cass referred to the fact
that a white man, named Parks, was sit-
ting in the gallery of the Senate, whom he
had known since 1814, and who, when a
boy, was taken prisoner and brought up
among the Wyandots and Shawnees.—
Parks, at the time of the engagement, al-
though but a boy, and Blackfoot, the prin-
cipal chief of the tribe, whose son was also
in the gallies, with a party of their people
came to the rescue, and saved General Cass
and his men perhaps from destruction.—
There being another Shawnee in the gal-
lery, Gen. Cass added:

"This is the son of a trap and brave
called Capt. Tommy, a son of an In-
dian old-warrior, who was with him during
his operations in the north-west, and pos-
sessed, as well as merited, our confidence,
and, for many years, while

they occupied that country, I find relations,
political and personal, with the Shawnees,
which left a deep impression upon my
mind; and whenever they are in any diffi-
culty, I will remember them and their
bravery and fidelity, and endeavor to be
useful to them."

WORLD'S FAIR AT NEW YORK.—The
New York Evening Post says, the follow-
ing is a memorandum of objects lately re-
ceived from Europe, as promised for the
exhibition in the new Crystal Palace:

About eighty packages, which arrived
by the Hendrik Hudson, Ocean Queen, and
Sir Robert Peel from London, are ware-
housed in the United States government
bonded store. They contain sundry goods
that were in the London exhibition, includ-
ing statuary, porcelain, paintings on por-
celain, candlesticks, musical instruments,
casts, &c. From the Danish department,
statuary, porcelain, porcelain paintings,
casts, &c. The celebrated colossal statue of
the "Amazon," by Professor Kiss, of Ber-
lin, has arrived in this city. The Turkish
Ambassador has written to the agent, Mr.
C. Buschek, of London, that the Sultan
wishes this enterprise with much approba-
tion, and will send a government steamer,
with the contributions of Ottoman industry,
direct to this port. The colossal statue of
Washington, by Baron Moench, (who
took a council medal for his "Richard (Earl
de Lion)," is completed, and represented to
be a most magnificent work of art. The
French Government has promised to ex-
hibit a collection of Gobelin Tapestry and
Sèvres Porcelain, even more complete than
that shown in London. The Township
of Liverpool have promised to send the
model of their manufactures exhibited at Lon-
don. Mr. Montu will send a collection of his
celebrated veiled figures. The London Art Union
promises an interesting collection of statuettes, &c.—
The Demidoff family have promised to send
samples of their manufactures in malachite,
which are said to be unequalled in their
way.

ANOTHER OFFER.—CLAY MONUMENT.—
Mount Pleasant, Aug. 8.—In a letter ad-
dressed to the editors of the St. Louis Re-
publican, the writer says: "In your paper
of the 7th inst. I noticed the liberal offer
of our townsman, Capt. Elias H. Sheppard,
who offers a site for the monument. It
will afford me much pleasure to give the
matter out of my quarry to build the whole
of it, as I can furnish a greater variety than
any quarry in St. Louis, and as I must it
will be constructed of Missouri marble, as
of the late Hon. H. Clay was the main stay
of domestic manufactures and commerce. I
ask nothing for the marble, only that it
be finished in the best manner.

Yours, very respectfully,
WM. WARRANCE.

ALMOST A PHOTOPHET.—In the year
1787, the celebrated Dr. Enah wrote a long
letter to a Board of Trustees or Visitors
who had the oversight of the Young Lad-
ies' Asylum, Philadelphia, from which
letting the following is an extract:

"I am not enthusiastic upon the sub-
ject of education. In the ordinary course
of human affairs, we shall probably too
soon follow the footsteps of the nations of
Europe in manners and vices. The first
we shall perceive of our declension will
appear among our women. Their idleness,
ignorance and profligacy will be the har-
bingers of our ruin. Then will the char-
acter and performance of a buffoon in the
theatre be the subjects of more conversation
and praise than the patriot or minister of
the gospel. Then will our language and
pronunciation be enfolded and corrupted
by a flood of French and Italian words;
then will the history of romantic amours
be preferred to the immortal writings of
Addison, Hawkesworth and Johnson; then
will our churches be neglected, and the
name of the Supreme Being never be called
upon but in profane exclamations; then
will our Sundays be appropriated to feasts
and concerts; and they will begin all that
flood of domestic and political calamities—
but I forbear."

Reader.—Go back and read that again.—
Ponder it well—recalled it was written six-
ty-five years ago, by an American citizen,
distinguished more for his patriotism, learn-
ing and piety. Does it not look like pro-
phesy, when you compare the statements
with what is now taking place?—Washington
Banner.

POSTAGE UNDER THE NEW LAW.—The
law recently passed by Congress, providing
that each newspaper, periodical, un-
paid, or other article of printed matter,
not exceeding three pages in weight, shall
be sent to any part of the United States
for one cent, and for every additional
page, or fraction of an ounce, one cent ad-
ditional shall be charged. Newspapers and
periodicals not reaching over one ounce
and a half, when circulated in the State
where published, shall be charged one-half
of the rates before mentioned. The post-
age on all transient matter to be prepaid,
or shall be charged double the rates above
mentioned.

Books not weighing over half pounds
shall be charged one cent an ounce for all
distances under three thousand miles.

The Hearer Case.—The Western (Mont-
pelier) Free Press and Grand Central men-
tion that the Frisco and Grand Central
are there are but few crops of hemp that are
and promising. On the contrary, it is natu-
rally low, particularly on the prairie soil. It is the
impression, however, that the Frisco law
for hemp will be of very beneficial nature. The
quantity of hemp, on a single acre, may be
made nearly as abundant as
an average crop.

EXCELLENT MATTER.—The following is a
copy of a printed slip found in the pocket
of the venerable Stephen A. Allen, who lost
his life at the recent disaster of the Henry
Clay on the Hudson River. It had evidently
been worn long and perused often.

"Keep good company or none. Never
be idle. If your hands cannot usefully
employed, attend to the cultivation of your
mind. Always speak the truth. Make
few promises. Live up to your engage-
ments. Keep your own secrets, if you have
any. When you speak to a person, look
him in the face. Good company and good
conversation are the very signs of virtue.
Your character cannot be essentially injured
except by your own acts. If any one speaks
evil of you, let your life be so good that
it will believe him. Drink no kind of stimu-
lating liquors. Ever live (infortunes ex-
cepted) within your income. When you
retire to bed, think over what you have
been doing during the day. Make no haste,
be rich if you will, prosper with
tranquility of mind. Never play any
kind of game of chance. A void temptation;
through fear you may not withstand it. Never
earn money before you spend it. Never
run in debt, unless you see a way to get
out again. Never borrow, if you can pos-
sibly avoid it. Do not marry until you are
able to support a wife. Never speak evil of
any one. Be just before you are generous.
Save when you are young to spend when
you are old. Read over the above maxims
at least once a week."

THE WOOL TRADE IN THE UNITED
STATES.—The wool clip in Ohio this year,
it is said to be much less than last year,
and has sold on an average of about six cents
a pound less than last year. The diminution
is supposed to be caused by the hard winter,
which destroyed sheep, and shortened the
wool on all. It is estimated that the clip
throughout the whole country, is much less
than last year. It amounted then to about
52,000,000 pounds. This year it will fall
six or seven million short. The wool pro-
duced this year is less than our manufac-
turers need, and the balance will have to be
imported. This shows there is still room
for extension in the wool growing business.

INSANE ACTS IN THE DISTRICT OF CO-
LUMBIA.—The sum of \$100,000 has been
inserted in the Civil Appropriation bill
passed by Congress, for the purchase of a
site containing not less than ten, nor more
than fifteen acres of land, in the neighbor-
hood of Washington, and for the erection,
furnishing, and fitting up an asylum for
the insane of the district of Columbia, and
of the army and navy of the United States.

CHINESE CELEBRATION OF JULY 4TH.—
The participation of our Chinese in the
celebration of our National Anniversary at
San Francisco is described as follows: "The
great and principal feature of the procession
was the Chinese, who stepped out in aston-
ishing numbers. There were no less than
three or four hundred of these singular be-
ings, who took an active part in com-
memorating this glorious day. Their process-
ion was headed by four Chinese number bear-
ing a large flag made of silk, on which was
the figure of a dragon and having eyes
made of looking-glass. It was one of the
richest specimens of art we have seen, and
the cry of alone was \$2,000. Another
banner in the procession, borne by some of
their numbers, bore the emblemistic words
of 'A rush for Republicanism' and the 4th
of July hereafter and forever a festival day
for the Chinese." A carriage drawn by four
gray horses contained a band of their native
musicians, who, with their unskillful and
strange-looking musical instruments, con-
tributed horrible harmony in an extravagant
style. A large number of mandarins in
carriages and on horseback were in atten-
dance, whilst many followed on foot. The
whole was under the command of Norma
Assing, Esq., together with San Wo, and
several other of our prominent Chinese citi-
zens."

THE NATIONAL INTELLIGENCE STATES THAT
LORDS, a German naturalized citizen of the United States,
who was seized in his return to Germany on his
voyage by the Hawaiian Government, and
seized the same day, has been treated with
the case of Hertz, and that the Hawaiian
Government has not relinquished his
claim upon him for such reason. It is
said that he has been treated with
in a manner which has been treated with
him has returned, and voluntarily placed
himself within its jurisdiction, and that
he holds him responsible to the extent of
from his own property and possessions.

THEODORE GEORGE, one of the most im-
portant fugitives and hold thieves in the Union, is
in the jail at St. Louis. He was committed under
the recent act.

MR. SEEVER, the publisher and author,
is being indicted for libel, L. I. and his
libel is being prosecuted.

A railroad is about to be constructed
from New York to New Orleans, Ohio, by way of Lancaster.

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INCIDENTS OF THE BATTLE OF THE THAMES.—WHO KILLED TECUMSEH?
Gen. Cass, during a discussion in the Senate, on the 5th ult., on the Indian appropria-
tion bill, in advocating the payment of a certain amount of money due the Shawnee,
a tribe with which he had had much official intercourse, and of which the cele-
brated warrior, Tecumseh, was the chief, took occasion to "vindicate the truth of his-
tory," as follows:

There are two historical points which have been much debated, about which I
wish to say a few words; both are connected with Col. Johnson and these Shaw-
nees. The question has been often mooted as to who was the author of the movement
by which the mounted regiment composed of the attack upon the British at the bat-
tle of the Thames.

Probably I know as much upon that subject as any other man now living, and
the facts are these: General Harrison had prescribed the order of battle, and promul-
gated it in the usual manner. That order directed that the army should move, in-
fantry in front, with a portion of the force placed at right angles to the main body,
to prevent the enemy from turning the flank. The cavalry were to remain in the rear,
to follow up all the movements of the infantry. They were posted with the Thames
on one flank and an almost impassable marsh on the other. Just as the arrange-
ment was completed, and the British forces were almost in sight, I was sitting on my
horse, when General Harrison rode up, and said to me, "I have a great mind to change
my order of battle. I feel very strongly inclined to let Colonel Johnson's regiment at-
tack the British line first." I replied, "You have undoubtedly considered the difficulty
attending the charge; the mounted men are brave, but undisciplined, and their hor-
ses unused to service. If defeated, they may be upon our line, and do us irrepara-
ble injury." His answer was, "Col. Johnson says he can break the British line, and
I will let him try." Well, the movement was made and was successful; and never
from that day to this, have I had any doubt that Col. Johnson proposed the
movement to Gen. Harrison.

Mr. Butler.—Did Col. Johnson's regiment charge the enemy with swords or rifles?
Mr. Cass.—The men were all on horseback, armed with rifles, few of them had
swords; they rode down the British forces, broke their lines almost without impedim-
ent. I saw the whole operation myself, being there rather as a spectator, for I was
not in command. I talked about it afterwards with some of the British captured of-
ficers, and having expressed my surprise at the little opposition they met with, I
asked why they allowed their lines to be broken, and they men rode down? They
replied that they had heard our bugles in the swamp for the left, where they supposed that
we had a heavy force of regular cavalry. The bugles, Mr. President, were some old tin
horns, and we had no force there at all.

I had some conversation on the subject, the other day, at Lexington, with a very in-
telligent gentleman—Captain Johnson—a younger brother of Colonel Johnson, who
was there, and

