

Indianola Bulletin.

JOHN HENRY BROWN, EDITOR.

INDIANOLA, TEXAS.

WEDNESDAY, APRIL 19, 1854.

TERMS OF THE BULLETIN.

Subscription THREE DOLLARS per annum, if paid within six months, or FOUR DOLLARS if paid within one year; and exceeding a sum of ten dollars less than one-half of the amount paid for each subsequent annum. One dollar for each subsequent annum. Five dollars. One-half these charges will be made to those who advertise by the year, with the privilege of changing quarterly.

Business card, if not more than one square, will be twenty-five cents.

All advertisements will be charged at the number of insertion, otherwise they will be continued until filled, and charged accordingly.

All communications must be addressed to the Publisher, post paid.

RAIL ROAD.

Though often interrogated about the San Antonio rail road and its prospects, we are unable to answer. All that we certainly know is, that the road has been incorporated four years; has made many grand flourishes, indulged in divers flattering promises, and has done nothing like work; not a link has been struck; not one shovel has been stuck in the ground; not a sod broken. Nor do we know of one who has any confidence in the road being built; certainly we have none; and there are many reasons, well understood by many, why it will not be. One of the contractors went north about six weeks ago in search of money; his return will satisfy all one way or the other. If he comes with laborers, money and iron, confidence will be inspired; if with promises—"going to begin in 30 or 60 days"—arrangements all made—the "can will be riven in six months"—and all the phases of the old story, common sense will call for the undertaker to shroud and decently inter the "corporate body," which has done so much to galvanize dead bodies, to divide and distract the country, and to bring edum on internal improvement enterprises in Western Texas.

The bulk of the country impudently demands one short railroad to connect the rolling country at Victoria with ship navigation at Indianola. This much is essentially needed, and thus far a road would evidently pay well and be self-sustaining; and thus we should have for 38 miles a main trunk to be extended and branched from as the country demanded. It would be a safe and judicious move, from Victoria to the country above, or on either side, good wagon roads, plenty of wood, water, grass and grain are to be found; freights and passengers on this 38 miles of rail road would be abundant; and the road would extend itself west naturally, without the necessity of forced sacrifices to the country or to capitalists. All roads above would necessarily be tributary to and feeders of this one.

With this short trunk road to Victoria, and small steamers plying to Texana and up the Colorado, the imports and exports of the west would find ready and cheap transit; stability would be given to trade; capital would seek investment in the country; system and harmony would pervade subsequent enterprises; and western Texas would soon be known and felt abroad. The few who might, from short-sighted views, oppose such a system as we have indicated would very soon be convinced of their error and acknowledge its wisdom. The failure of the San Antonio contractors in their undertaking, (and they were to have 20 miles completed by the first day of next November, only six and a third months distant,) will naturally invite men to this sober and practical view, and open the way for a new and wholesome effort to place our country on a firm and sound basis at home and abroad.

THE CHARLES HOWELL.—We visited this new steamer while she lay at our wharf, and were shown all over the immense structure. She is truly a noble specimen of art, and in all her arrangements and appointments is worthy of all praise. The 165 berths, a magnificent saloon on the main deck, finished with rosewood; her guards, foredeck and upper decks are covered in, so as to afford perfect protection against the sun and rain, and to afford excellent accommodation for deck passengers.

The Morgan was built in New York by West & Son, her machinery coming from the Marine Iron Works. She is 280 feet on deck, 224 feet beam, of 600 horse power, and in actual tonnage is 1400 or 1500 tons, being the largest vessel ever in this bay.

Her officers are Thomas Forbes, Captain; Jas. H. Lockhart, Purser; Joseph Cherry, Chief Engineer, and F. McNaughton, Assistant.

To see such a vessel come gracefully up to our wharf, discharge, take on freight and leave without delay, is a measure of gratification indeed to all who could delight in the prosperity of the country. It speaks encouragement to the friends of our bay, and proves that large vessels can engage in our trade with safety.

We wish the Morgan and her owners great success.

A VARMINT SLAIN.—On the 15th inst., a dead Cougar, or what is generally called Panther, was brought to the city on a wagon, having been killed by Mr. Foster, of Cayenne, near that place. When killed it measured eight feet and four inches in length. It was slain with a shot-gun charged with bird shot, but it required five rounds to do the work. When wounded and partly blinded by the fire, Mr. F. says it made show of fight and required some care to avoid him.

MR. JAMES W. MOORE.—We see that Mr. James W. Moore, of Galveston, has been confirmed by the U. S. Senate as Collector of this District, and presume he will soon enter upon his duties.

DR. HALL PAYSON.—Dr. Hall Payson, of New Orleans, has charge of affairs to C. H., his native town of Francisco.

THE WESTERN UNION.—The Western Union states that San Antonio is improving rapidly—much harder driving.

The Ledger says that Messrs. Marion and Whaley left on the 10th with 400 head of remarkably fine beef cattle and over 30 carts for California. The whole outfit is valued \$100,000. Numerous herds of cattle are now going from Texas to California, enriching our stock-raising in their rapid sale.

THE BOATING AND TRAVELING PUBLIC.—The boating and traveling public are directed to the card of the "Emmaw House," one of our favorite houses, which, under the liability and expense of the present winter, has been rendered a delightful public house. Hassell needs no praise—he is "long and ugly," but a crack handler.

LUMBER TRADE.—Messrs. Bronnum & Avery, of Bagdad, near Pensacola, Florida, appear to be doing a magnificent business. A Pensacola paper says that during the three months ending March, 1854, they shipped—

41,000 lights of oak.
1,211 panel doors.
1,181 pair blinds.
151 single side doors.
237 pair of oak doors.
90 pair of blind doors.
50,000 feet of shiplap.

THE RAILROAD.—The railroads of Texas are often severe on young trees that have been transplanted, and upon gardens. Mulching meat and overcomes this difficulty. Its importance in Texas cannot easily be overstated. Its power to save vegetable life is remarkable.

It is here worth transcribing a passage:

Barometers.—The newspapers all over

the country contain predictions of a scarcity

of breadstuffs the coming year, on account

of the prospect of a general European war.

The editors exhort the farmers everywhere

to plant and cultivate all the land they pos-

sibly can. And well they may plead with

the farmers to provide food plentifully for

the coming year; for if there is any starv-

ing to be done, they will try the first ex-

periments on the editors. But these will

have the advantage of all other classes in

one respect; they have been so long accus-

ted to short fare that they can stand

starving longer than others, and endure it

with a patience that Job never dreamed of.

THE BEST SHIPMENT.—The steamship

Mexico, Capt. John S. Thompson, which

left our wharf yesterday afternoon, took

out, we believe, the heaviest shipment yet

made from Indianola or any point on the

bay, namely:

351 bales of cotton.

105 large beaves.

1,000 beef hides.

24 bales of wool.

21 boxes merchandise.

57 passengers.

She took on this freight in a few hours

at the Lower wharf, some of which was

cotton received at one o'clock yesterday

from the house of H. W. Monroe & Bro.,

Gonzales, and left the wharf in fine style

at four. This is but one of the constantly

recurring evidences of the great advantages

of Indianola as a commercial point, showing

the facility with which the produce of

the country is shipped.

THE WASHINGTON CORRESPONDENT.—The

Picayune says the Senate will continue its daily

sittings on the Gadsden treaty until it is disposed

of. Some of the shrewdest members of the body

say that it will be ratified, but with considerable

amendment. All concur in the opinion that the

Garay clause will be excused from every

shadow of recognition by the treaty. Gen. Ross

has made a powerful speech in support of the

treaty.

MR. WELLING.—Mr. Welling, the polite and

humanly first steward of the steamship

Mexico, will please accept our thanks for

his beautiful and unexpected remembrance

of this office, speaking, as it does, in the

highest praise of his skill, kindness and

regard for the poor tyro. May his success

equal his unobtrusive merits and disposi-

tion to oblige all who travel on the Mex-

ico.

HON. H. H. HORN.—Hon. H. H. Horn and

Rodd, New Orleans, have our thanks for repeated favors.

MESSRS. DOSSAT, POOLE AND LOCKHART.—

The steamer holds us under constant obliga-

tions for files of papers. Our standing

acknowledgments they will understand, if not expressed.

THE STATE OF ALBANY.—There was great rejoicing at Albany on the 21st ult. on account of Gov. Seymour's veto of the Maine Liquor bill. A salute of 100 guns was fired, and the sun rose in the east.

GEN. SAM. HUNTON.—Gen. Sam. Hunton delivered a public address at Brenham on the 15th inst., by invitation of several citizens of Washington county.

MR. WHITING.—While Gen. Sam. Hunton was making his speech in the Senate against the Nebraska bill, he called some moments by having cups of tea brought to him. The ladies in the gallery laughed at his manner of pouring the tea from the cup into the saucer, and at the deliberation with which he seized the opportunity of occasional interruptions in his speech to quietly enjoy his beverage. It is more than intimated that one or two other Senators spoke under the influence of something stronger than tea.

ENORMOUS FOSSIL.—A letter in the Chi-

ago Press, from Lake county, Indiana, men-

tions a wonderful fossil, which was recent-

ly found near Terre Coupee, Michigan. It

is the half of the lower jaw of a beast simi-

lar to an ox. There is no place in it for

front teeth, it contains only three double

teeth, set close together, and never held

any more. Lengthwise of the jaw, the teeth

measure $\frac{1}{2}$ or $\frac{3}{4}$ inches; two of them are

solid; the smallest is loose, has four

proper roots, is a cube four inches each

side, and weighs two pounds. The large

bones are a hole one inch in diameter,

through its entire length. It is no

use to the remains of some huge herbivous

animal, which stalked along before Adas made his appearance on the globe.

TEXANA CONFIDENTIAL.

BY JOHN HENRY BROWN.

Mar. 20.—**THE WESTERN UNION.**—San Antonio is improving rapidly—much harder driving.

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THE BALTIMORE NEWS.

Mar. 21.—**THE BALTIMORE NEWS.**

Mar. 22.—**THE BALTIMORE NEWS.**

Mar. 23.—**THE BALTIMORE NEWS.**

Mar. 24.—**THE BALTIMORE NEWS.**

Mar. 25.—**THE BALTIMORE NEWS.**

Mar. 26.—**THE BALTIMORE NEWS.**

Mar. 27.—**THE BALTIMORE NEWS.**

Mar. 28.—**THE BALTIMORE NEWS.**

Mar. 29.—**THE BALTIMORE NEWS.**

Mar. 30.—**THE BALTIMORE NEWS.**

Mar. 31.—**THE BALTIMORE NEWS.**

Apr. 1.—**THE BALTIMORE NEWS.**

Apr. 2.—**THE BALTIMORE NEWS.**

Apr. 3.—**THE BALTIMORE NEWS.**

Apr. 4.—**THE BALTIMORE NEWS.**

Apr. 5.—**THE BALTIMORE NEWS.**

Apr. 6.—**THE BALTIMORE NEWS.**

Apr. 7.—**THE BALTIMORE NEWS.**

Apr. 8.—**THE BALTIMORE NEWS.**

Apr. 9.—**THE BALTIMORE NEWS.**

Apr. 10.—<b

