



# THE BULLETIN.

JOHN HENRY BROWN, EDITOR.

INDIANOLA, TEXAS.

TUESDAY, DECEMBER 2, 1852.

**NOTICE.** — We are prepared to execute **any work** with promptness and to the best advantage at the Bulletin office.

**NEW YORK TICKETS.** — We invite the attention of merchants, shippers and envoys to the advertisement of Messrs. N. & McCready & Co., of their line of New York and Matagorda Bay packets. We are authorized to say that their vessels are good and fast sailers, commanded by gallant and experienced men, acquainted with the coast; and from various merchants from this State, we learn that Messrs. McCready & Co. have given general satisfaction to shippers. They have just completed the new Schooner *Indomita*, said to be a beautiful vessel, of superior model, strength and speed.

**GRANGER.** — Mr. Mathias Walther has opened a public house in the new and prosperous town of Granger, Williamson county, 25 miles north of Austin. If an acquaintance of thirty years would entitle us to speak, we can say to our friends traveling that way, call on Walther, and you will find good fare and good lodging. Mrs. W. understands her branch of the business thoroughly and is sure to win the esteem of the weary, hungry traveler.

**SHEEP.** — A lot of 450 sheep were shipped on Friday last, from the Powder Horn wharf, per schooner Rome, to St. Joseph's Island.

**WASHINGTON MONUMENT.** — Mr. David Lewis, post master at Indianapolis, has been duly appointed agent of the Washington Monument, and is supplied with the prints and books of the association.

**N. S. THURSTON.** — This gentleman, preparing for conference, which meets at Basile on the 28th December, delivered his farewell sermon in the year past, on Sunday night, to the people of Indianapolis. The best evidence of the worthiness of his ministry, is found in the general opinion of the people for his appointment next year, and for his successor which has been given. The people here will welcome his returning them.

The Indiana Masonic Hall, a handsome two-story edifice, is nearly finished.

Mr. Read will be at home in a few days, and resume his post in the Bulletin office.

**EX.** — The next session of Congress, commences on Monday next 6th inst., and will continue in session until the 4th of March, when Genl. Pierce, the President elect, will be inaugurated, and the terms of the members elected to the thirty-third Congress commence.

**MATAGORDA.** — We understand that our neighboring town of Matagorda is in a prosperous condition. The emporium of a large sugar and cotton district, with an excellent population, healthy position, and considerable wealth, she could not well be otherwise than prosperous. Like the lower part of Indiana, Matagorda has a deep bayou abounding an excellent inner harbor for boats of light draft, by which they are secure in storms. This on this windy coast, is a great advantage.

**FROST.** — On the night of Friday last week, we were visited by a considerable white frost, but not sufficient to kill vegetation. They had heavy frosts about three weeks ago.

**SHIPPING ITEMS.** — The schooner L. P. Cooper, German master, was registered on the 16th November, by Mr. F. C. in New York for Indiana, Matagorda and Port La Vista.

The steamship Louisiana, Capt. J. Smith, arrived from New Orleans on Saturday, having been delayed by fog at the Brize and of Galveston bar. She left on Sunday.

The steamship Perseverance, Capt. Thos. Duree, hereafter mentioned, arrived here on Tuesday, having on New Orleans papers to the 28th, for which the clerk has our thanks. For the news of the markets, &c, see the appropriate column.

The steamship Texas and James L. Day were advertised to leave New Orleans on last Saturday, November 27th, and will doubtless be in today.

The schooner Joseph Henry, arrived at Indianola, from Baltimore, on the 28th, with a full cargo consigned to Major Baldwin, quarter master, U. S. A.

The brig Wilmington, also arrived from Baltimore on November 30th, consigned to the same officer.

From NEW YORK.—The schooner Nebraska, Capt. Perrin, of McCready's line, arrived at the wharf, on Tuesday, 17 days from New York.

**Consignees.** — Major Baldwin, U. S. Quarter Master, Baldwin, Sparks & Co., S. A. White, A. Froncine, Henry Higgs & Co., Peeler and Bro., C. Ester & Co., and John H. Dale.

Capt. Perrin will please receive our thanks for late New York papers.

**EX.** — The Locomotive for the Harrisburg Railroad was taken in tow on a lighter yesterday morning, to its destination. It however, received serious damage by the storm on Sunday morning, the lighter on which it was placed being forced violently against the bark Island City, injuring the bark and breaking some parts of the locomotive.—*A. N.*

**EX.** — The expenses of the U. S. army changed hands on the result of the elections in Cincinnati.

**Gov. ROSS OF ARKANSAS.** — In his message to the Legislature of that State, calls attention to the proposed North Missouri Railroad, which has for some time attracted the attention of the business men of St. Louis. This road is part of a great project for connecting St. Louis with New Orleans by a chain of roads west of the Mississippi. Gov. Ross suggests and recommends that, if a branch of this road be brought to the Arkansas line, it should be carried through to the Louisiana line, there to connect with a branch of the Okemah road; thence, easterly to New Orleans and westerly, through Texas towards the Pacific.

Gov. Ross thinks the construction of the Arkansas portion of this road, as well as of the two other roads of most interest to the State, viz: the Central Railroad; and the road from Helena to Van Buren or Fort Smith is within the means and credit of the State, judiciously applied.

These roads projected west of the Mississippi are deeply interesting to the people of Texas, and the simple suggestion of such a scheme, by the capitalists of Missouri is evidence that they are already convinced of the superior advantages which Texas offers as the route for the great Pacific railroad, if indeed it does not prove that they are already satisfied that the road through Texas is the only practicable one to extend across the continent; and with commercial foresight they propose to establish connection with it in the outset.—*Gaz. News.*

## TRADE OF CALIFORNIA WITH THE PACIFIC ISLANDS.

The shipping intelligence of the few past weeks, though showing but few arrivals from the Atlantic States or Europe, depicts most satisfactorily the rapid development of our colonial commerce as well as the growing interest of the different ports on this coast. The traffic with the Sandwich Islands does not much increase, but the commerce of the more Southern Islands has enlarged into one of considerable importance. The fruit trade with the Society Islands now gives employment to a small fleet, and although we have more clearance for the less refined groups than for all the other ports of the Atlantic, still inclusive. Yet so little are the resources of these islands developed, and so slight ascendancy here, yet for the most abundant productions, that traffic with them can hardly be said to have commenced, yet few will elapse before the arrival of vessels loaded with oil, fish, pearl, shells, mahogany, and other productions will be a matter of frequent occurrence; and on all those fertile groups settlements will be made, a taste for our productions and manufactures introduced, union in these ocean areas, our small craft will find ready employment, and our manufacture and agricultural ready market.

It is not eight years since the first attempt at sugar planting was made at the Navigator group, which has now a number of white settlements, a large export of sugar and oil, and a fleet of small craft of their own, and is a place of recruits for most of the whaling fleets in the South Pacific; and this has taken place with only the Australian colonies, for a market. How much more then may be expected under the impetus of the discovery of gold on both sides of the Pacific! With these facts, and the rapid settlements of many other groups of equal fertility and production, will be answered the often asked question, "Where is a market to be found for the surplus products of our soil?"

The Society, Marquesas, and Navigator groups have given employment to eight or ten vessels from Sydney and New Zealand, and twelve or fifteen French vessels, the oil and shell trade alone, while in the sandal wood, tortoise shell, and *balsa leme*, the business has employed an equal number in the more western groups, a number of whom, and a good large one, will in due time, add to this port, as the traffic with the less fortunate better understood.—*After California.*

## MAIL FACILITIES.

The contract to carry the mail from Grizzlies to this place has been a losing bargain. It was taken as a large venture. When our merchants commenced bringing their goods by way of Port Lavaca and Indianola, Capt. Hall found it impossible to convey the increased quantity of mail matter upon one house. He placed, at his own expense, a two-horse vehicle upon the route, which has also become inadequate. The consequence is, merchants and others having business in Port Lavaca or Indianola, fail to receive advices in due time, and suffer for many delays and losses thereby. When our merchants commenced bringing their goods by way of Port Lavaca and Indianola, Capt. Hall found it impossible to convey the increased quantity of mail matter upon one house. He placed, at his own expense, a two-horse vehicle upon the route, which has also become inadequate. The consequence is, merchants and others having business in Port Lavaca or Indianola, fail to receive advices in due time, and suffer for many delays and losses thereby.

Johnson et al. vs. Eskridge, Chief Justice from a Gundalow county; judgment reversed and cause dismissed.

Fisk et al. vs. Norwell, Admir'r, from Wilkinson county; judgment reversed and cause dismissed.

McFie et al. vs. Shafer, from Caldwell county; judgment affirmed.

Kingsbury et al. vs. Allcorn, from Washington county; writ of error dismissed.—*State Gazette.*

We notice the following gentlemen of the law from distant countries in attendance upon the Supreme Court, to-wit: Hon. John W. Harris and J. H. Herndon, Esq. of Brazoria; Judge Robert Hughes of Galveston; Judges Wm. E. Jones and A. M. Doyle of New Braunfels; Mr. Hancock of Laredo; and there are probably others of whose presence we are not advised.—*State Gazette.*

Col. Goode has used every effort to be efficient in the discharge of his duties, and to serve his country to the best of his ability. He was born in New Orleans and the State of Mississippi, and there are probably others of whose presence we are not advised.—*State Gazette.*

It may not be amiss to observe, that Col. Goode has no power to change, alter, or establish routes. He can alone remedy disconnections. As to changes—establishing new routes, &c, he can only make suggestions to the Department. Of course he is expected to see that all officers attached to the Postoffice Department in this State do their duty. This he has done and will do, so far as he is able.—*Austin American.*

It is estimated that over \$10,000 changed hands on the result of the elections in Cincinnati.

## Correspondence of the Bulletin.

FOR EAST TEXAS, Nov. 8, 1852.  
Messrs. Brown & Brooks.—I advertized to my law office, to the order of the Government which transmits the situation of the business men of St. Louis. This road is part of a great project for connecting St. Louis with New Orleans by a chain of roads west of the Mississippi. Gov. Ross suggests and recommends that, if a branch of this road be brought to the Arkansas line, it should be carried through to the Louisiana line, there to connect with a branch of the Okemah road; thence, easterly to New Orleans and westerly, through Texas towards the Pacific.

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These roads projected west of the Mississippi are deeply interesting to the people of Texas, and the simple suggestion of such a scheme, by the capitalists of Missouri is evidence that they are already convinced of the superior advantages which Texas offers as the route for the great Pacific railroad, if indeed it does not prove that they are already satisfied that the road through Texas is the only practicable one to extend across the continent; and with commercial foresight they propose to establish connection with it in the outset.—*Gaz. News.*

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## NEW ORLEANS CARDS.

**PHILADELPHIA**  
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MANUFACTORY NO. 10 DECATUR STREET,  
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most of our own manufacture, and comprises almost  
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Regula in all its varieties.

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and for steam jets, etc.; Hoses and all descriptions  
of Rubber Goods. [1-1]

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fornia, Texas and New Mexico, and the Territories  
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White's Laws of Spain and Mexico & California.  
Dugay's Civil Law—Translated by Cushing.

Brown's Institutes of Justinian.

English Laws and Charters, by Gray & Pond.

English Laws and Equity Reports—5 vols.

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