



The South-Western.

BY L. DILLARD & Co. Office: Corner of Texas and Edwards streets, OPPOSITE HITCHCOCK'S LIVERY STABLE.

SHREVEPORT.

WEDNESDAY, MAY 27, 1857.

AGENTS FOR THE SOUTH-WESTERN: COL. T. W. BARKER, Fillmore, Bossier parish, Messrs. J. M. & J. C. McVay, Jefferson, Texas. Mr. W. A. BROWN, Bonham, Fannin County, Ga. Mr. JAMES B. LEWIS, Henderson, Rock Co., Texas. W. H. McARDLE, 102 Nassau Street, New York.

The river continues to decline slowly from this place to Grand Ecore. On Monday evening there were eight feet water on the falls, and rising slowly. Since our last, the Amanda, Jos. Holden, Swan, Afon, Jr., Silver Moon and Leconte have arrived from New Orleans; the Dick Nash and Hope from Alexandria; Bloomer, Ospray, Alida and Effort from Jefferson; and Dedie from upper Red River. The Duke and St. Charles, from New Orleans, are due this morning.

FIRE.—A fire broke out about 1 o'clock yesterday morning in the frame buildings on the corner of Texas and Spring streets, which before it could be subdued consumed the stores occupied by Messrs. E. S. Kneeland & Co., J. H. Brown, and A. A. Enos, together with their stocks of merchandise; the progress of the flames being so rapid that but little if any thing could be saved. Fortunately there was no wind at the time, and the brick store of Mr. Thos. H. Morris prevented the fire extending up Texas street. During the conflagration three or four heavy explosions of gunpowder occurred, doing considerable damage to the windows in the neighborhood. There was no insurance whatever on the buildings or their contents, and the loss will fall heavily upon the unfortunate sufferers, especially on Mr. Enos, who has been twice burnt out in less than six months. Great fears were entertained for the safety of the stores occupied by Messrs. T. H. Morris, Wm. B. Miller, and G. M. Levy & Co., and the fine new buildings recently erected by Col. Hodge, but, through the exertions of a few gallant hearts and strong arms, the flames were confined to the frame tenements. The origin of the fire is unknown. The buildings destroyed belonged to Messrs. John P. Halley and J. M. Landrum.

AMERICAN MEETING.—At a meeting of the American party of the parish of Caddo, held at the court-house in the town of Shreveport, on the 25th inst., for the purpose of appointing delegates to the convention to convene at Baton Rouge, on the 8th June, to nominate candidates for state officers; to the convention to meet at Alexandria, to nominate a candidate for congress; and to the convention to be held at Mansfield, to nominate a candidate for state senator for this district; on motion, L. M. Nutt, esq., was called to the chair, and Capt. W. R. Shivers appointed secretary.

The object of the meeting being briefly stated by Colonel B. L. Hodge, on motion, the chairman was authorized to appoint the delegates; whereupon the following gentlemen were appointed: To Baton Rouge—Colonel M. Watson, Col. B. L. Hodge, Colonel J. A. McHardy, Reuben White, J. B. Thompson, R. T. Noel, R. C. Boney, J. W. Baldwin, J. R. Winclester and C. H. Borsdale. To Alexandria—W. W. George, James C. Harrell, C. P. Harris, F. P. Austin, T. T. Dillard, R. R. Shivers, W. G. Beck, J. W. Jones, D. L. Tully, W. W. Smith, J. W. Pegram, Alex. Waldron. To Mansfield—Reuben White, Wm. Wyeke, B. L. Hodge, R. G. Jones, J. W. Pegram, Timothy Meakin, B. W. George, J. W. Baldwin, James B. Jenkins, Jno. W. Jones, A. B. Lovisee, F. Waldron.

The appointment of delegates being completed, Col. Hodge, after alluding with much feeling to the defeat of the American ticket, at the last election for state officers, and deprecating the practice of nominating available or sectional candidates, without regard to fitness or distinguished services, introduced the following resolution, which was responded to with enthusiasm by the meeting and unanimously adopted: Resolved, That while we refrain from instructing our delegates to support any particular individual for either of the nominations, we ardently desire that no one be put forward for any office unless he be "capable and honest." With such nominees we would be confident of success; without them we must, and ought to, fail.

On motion the meeting adjourned. L. M. Nutt, Chairman. Wm. R. Shivers, Sec'y.

As an evidence of the rapid advance in value of real estate in this place, we mention the fact that the lot situated on the corner of Texas and Spring streets, the buildings on which were destroyed yesterday morning, was sold by Col. Landrum, a few hours after the fire, to Col. B. L. Hodge for five thousand dollars. A year ago the same lot, with the building then on it, would have commanded \$3500.

ICE CREAM.—Mr. Savery has attached to his establishment, on Edwards street, a handsome saloon, in which delicious ice creams, sherbets, frozen lemonade, etc., will be served up daily. He has sent to New Orleans for the necessary apparatus to manufacture soda water, and will in a few days be prepared to furnish that cooling and healthy beverage to our citizens. Mr. Savery requires no recommendation—he has been tried, and earned a high reputation both as a host and a caterer.

NEW STOCK.—Mr. Hudgins, (of the firm of Hudgins & Van Bibber,) has just returned from New Orleans with a large and complete stock of groceries, provisions, wines, liquors, staple dry goods, etc., selected with care expressly for this market, and which will be sold at the very lowest prices. Purchasers are invited to give them a call.

Thanks to Mr. Wilson, of the Leconte, for files of late city papers. We are indebted to the officers of the Swan, Afon, Jr., Amanda and Silver Moon for late New Orleans papers.

The Macon Beacon says that an overseer on a plantation near Columbus, was very recently murdered by the negroes. Their master took prompt measures to ferret out the perpetrators, and discovered some six or eight implicated in the murder.

INDIANATION MEETING.—It having been ascertained that the directors of the Vicksburg, Shreveport and Texas railroad company had made a final location of the route of said road, and that the location thus established, was to barely touch the corporate limits of Shreveport, about one mile from the river, and thence turn east and cross Red River two miles below town, a public meeting was called at the court house on Saturday, 23d inst., which was largely attended. The assembly was called to order by Col. B. L. Hodge nominating J. T. L. Lud as president, and Mr. N. E. Wright as secretary.

The object of the meeting having been explained by Colonel Hodge in a few pertinent remarks, on motion, Messrs. B. L. Hodge, L. M. Nutt, J. C. Beall, Reuben White, G. M. Nichols, B. M. Johnson and W. P. Winans, were appointed a committee to report suitable resolutions expressive of the sense of the meeting. The committee after retiring a short time reported the following resolutions, which were read by Mr. W. P. Winans, and after a few remarks by Colonel Hodge, on motion of R. T. Buckner, unanimously adopted:

Resolved, That we have learned with surprise and regret that the Vicksburg, Shreveport and Texas railroad has been located on the line of township 17 and 18, crossing Red River at a point some two miles or more below the town of Shreveport, and that said location had been adopted and confirmed by the board of directors, and recorded in the general land office at Washington City, and at the land offices in Monroe and Natchitoches, as the permanent location of said road.

Resolved, That said location is a direct violation of the letter and spirit of the charter of the Vicksburg, Shreveport and Texas railroad company, and was made in total disregard, and in total contempt, of the provisions of said charter, and of its very existence as a town.

Resolved, That this meeting appoint a committee of five, on behalf of the city of Shreveport and parish of Caddo, to represent them before the next meeting of the board of directors at the town of Monroe, for the purpose of obtaining an amicable change of the location of said road, in conformity with the requirements of the charter.

Resolved, That said committee be requested to report to a meeting of the citizens of Shreveport and parish of Caddo, to be called as soon as practicable after said meeting of directors.

Resolved, That our interest in the railroad is undiminished, and that whenever the location shall be changed in accordance with the requirements of the charter, we pledge ourselves to a continued support of the road, and that we will use our utmost endeavors to complete it from the Texas line to the Mississippi river.

Resolved, That the South-Western, Caddo Gazette, and the Caddo News be requested to publish the foregoing resolutions.

On motion of Colonel Hodge, the following resolution was unanimously adopted: Resolved, That the committee appointed to attend the meeting of the directors, be requested to urge upon them to make an arrangement for immediate connection with the "Southern Pacific railroad company," at the State line.

The chair appointed the following gentlemen as a committee, (who are authorized to name a substitute,) to attend the ensuing meeting of the board of directors at Monroe, in June next: L. M. Nutt, J. C. Beall, Reuben White, B. M. Johnson, T. P. Hotchkiss, B. L. Hodge, M. Watson, George Wilkinson, E. C. Hart, and Dr. Joseph Wilder.

On motion the meeting adjourned to meet at this future time as the last mentioned committee shall designate. T. T. Land, Chairman. N. E. Wright, Secretary.

PROGRESSING ENTERPRISE IN TEXAS.—We are much delighted to perceive the enterprising spirit which is prevailing in Texas. She is not only projecting and making railroads in every direction, but she is turning her attention to the erection of manufactures, the raising of large crops of wheat, innumerable herds of cattle and hogs. She will soon become to the south what N. York is to the north. We think our neighbors in Texas might also profitably turn their attention to raising horses, mules and sheep. They never commanded such prices before, and we think the prairies, affording as they do, excellent grass, offers inducements to the undertaking. We noticed the arrival in Shreveport a few days ago, of several wagons from Hopkins county, Texas, loaded with wool. One of the wagons informed us that about 40,000 pounds of wool had lately been forwarded from his neighborhood for shipment.

We see by a recent statement, that a strip of country bordering the Mississippi river, and running from the upper end of Calhoun county to Quincy, Illinois, forty-six miles in length and six in breadth, is about to be reclaimed from periodical overflow, by diking on a large scale. This portion of the river bottom, equal to about one hundred and fifty thousand acres, is now almost valueless, on account of its liability to inundation, but will, it is believed, be of unsurpassed fertility when the enterprise shall have been completed. A St. Louis company now own this tract of land, and at the last session of the Illinois legislature, obtained a very liberal charter for the purpose. We believe the same course of operation might very profitably be pursued in Louisiana, and hope the experiment will be made.

We are pleased to find by our exchanges, that notwithstanding the backwardness of our spring, the prospect of a fine yield of summer and fall fruits are anticipated in Maryland, the eastern part of Virginia, the Carolinas, Georgia and Alabama. Railroads will afford great facilities for the conveyance of delicious fruits from one part of the Union to another, and we expect before many years pass by, to see the delicious Mayduke cherries spread out on the stalls of New Orleans—they may even reach Shreveport.

NEIGHBORS GOING SOUTH.—The Chattanooga Gazette, published at the great crossing point of the turnpike into Alabama and Georgia, says the number of negroes passing south exceeds all former precedent. They are mostly from Virginia; and the paper thinks the Old Dominion is preparing for the advent of northern regenerators, by sending her negroes to the cotton fields of the south. The next census will disclose an important change in the proportion of slaves in all the northern slave states. Free territory will be found rapidly advancing towards the cotton districts.

"Variety is the spice of life," we are informed by an old and popular writer. We will not gainsay the assertion; but variety is only a law of nature, because it is an exception to a more primordial and necessary one—sameness; for this latter is the foundation on which rests the splendid fabric of the universe. Nay, more, all its mighty laws which make every particle fulfill its purpose, plod on, like the moving of a great steam engine, to the tread of eternal sameness. Yet so fond of diversity (not diversion) is Nature, that, as a gay maiden, her rosy fingers are ever busy in twining beautiful varieties about her homogenous works. Whenever it is possible, she dashes on a pleasing diversity, and does not pass over the slightest object without a touch of her omnifid pencil. She winds it loosely around her colossal pillars; she paints it on the dark wing of night; she breathes it on the morning clouds; she weaves it on the white breast of the snow storm; catches the lightning in its flight, and bends it into fantastic curves; and constructs a canopy of spray and rainbows over the dull thunder of the tract. Nature loves variety. She sits in the serene heavens, and whilst directing the flight of comets and worlds along ethereal mazes, allows even them to oscillate in their giddy orbits, and ply trembling on the very brink of chaos. She even descends into the deep ocean, where no human eye penetrates, and stamps the most exquisite varieties on the groves of coral there, to serve as a contrast to the mad, sand and unsightly stumps and logs, which form the bed of Red River and Lake Caddo. Though order and sameness are so requisite to the well-being of everything, what surprising latitude is given to diversity. True, all men must have heads and should have noses, but if all had black heads and Roman noses, we would complain that our lot had fallen on an unpoetic age. We cannot help being astonished at the liberty which Nature takes with her own great principles. She decrees that a thing shall be so, and never deviates from that decree; yet she varies it with the most exquisite niceness. She makes every human a face, with all the appendages great and small necessary to it; but no two faces were ever precisely alike. Though there are a thousand millions of faces on the earth, and if to these the myriads that have mouldered away were added, still no two precisely alike could be found. The entire identity of two objects in their outward appearance, is clearly no where to be found. No two stars look wholly alike; the songs of no two birds are the same; no two flowers the same. No minds are identical, or have exactly identical apprehensions. The diversity in the universe is beyond all mortal comprehension. The intention of language is to give names to the various objects in nature, and point out their difference; yet these differences tower so far above the grasp of the boldest language, as the eagle in its flight is above the worm that reaches towards him from the ground. We have three words in our copious language to express difference of taste, viz:—sweet, bitter, sour; but the varieties of taste that an ordinary tongue could discern over the earth, might perhaps require as many words to express them as we have in all our language; and how much greater is the diversity discerned by the other senses. The vast majority of these, one mind can never communicate to another. By comparisons, paraphrases, expressions of countenance, and intonations of voice, we can do much, but it only goes so far to tell our friend that what we wish to say, is different from a great many things, and leaves him to feel it out among a great many more. Still we get along, and perhaps better if language were more perfect, for as it is, the fancy—a pleasing, airy faculty—is called into play, and it often makes the picture more pleasant than the original would be. Yes! Variety is a law of nature, and thereby we were induced to abandon politics for the nonce, and indite upon our good natured readers the foregoing prosy article.

AMERICAN PARTY IN PENNSYLVANIA.—Many democratic organs have been trying to make it appear that the American party in Pennsylvania have fused with the black republicans in the support of Wilmot for governor. This is a fabrication. The American presses and the American party of Pennsylvania deny any such proceeding, and a notice has been issued, and signed by over five thousand Americans, calling a convention of the American party, at Lancaster, on the 20th of the present month, to nominate a straight-out American ticket for the State officers. The Altoona meeting, the proceedings of which are paraded in the columns of the democratic organs in the south as the proceedings of the American State convention of Pennsylvania, are thus spoken of by the Philadelphia Sun:

"Thirty-nine persons met at Altoona, assuming to be the know-nothing State council of Pennsylvania, when attempt was made to bolster up the black republican candidate for governor, by endorsing his Americanism. On a vote being taken, there were 22 in favor of such an endorsement, and 17 against it. The 17 immediately seceded and left the room, declaring that it was no business of the council, if as called be called one, to endorse candidates, as when the order was also that business belonging to the subordinate councils. This magnificent vote was played out by the remaining 22, electing 27 delegates to represent the order in the national council. The number belonging to the State council, previous to the disruption of the order, was upwards of a thousand."

This Altoona fare was altogether a black republican trick. But it was unsuccessful.—The Americans of Pennsylvania are unwilling to fuse with any party that is not strictly national and determined to promote true American principles. The black republicans are vying with the democracy in their efforts to attract foreign influence to the aid of their party, and there is nothing in common between the black republicans and Americans more than there is between the democrats and the Americans.

NATIVE AMERICAN CAMELS.—We have some camels in Texas to whom the naturalization laws would not apply—three having been born under stars and stripes. The Washington Star says they are thriving, and five or six more births are expected. From the reports of the condition of the animals at present, and through the eleven months that the first importation have been on the continent, we may regard all doubts to their acclimation dissipated, and that so much of the experiment is a fixed fact.—The only remaining indeterminate point is the character of the stock produced. For this time will be required.

The lower Mississippi is high and rising with great rapidity.

FROM MEMPHIS.—We extract the following important news from the Picayune of the 16th: The schooner Major Barbour arrived last evening. We have advices from Vera Cruz to the effect that the English steamer Solent arrived at that port on the 10th, and brings the important news of the total defeat of the American invaders under Crabb, near the town of Caboron. The filibusters fought hard, but were overpowered by superior numbers. Crabb and sixty of his companions were taken prisoners, and were to be shot in a few days. The battle was fought on the 5th ult. The Mexican forces were under the command of the governor of the State, senior Pesquera. In consequence of the signal triumph of the Mexican arms, great rejoicings were being indulged in by natives in different parts of the Republic, and the news had an echo here in Cuba where the defeat of the Yankees is looked upon as another evidence of the loss of our prestige. The Mexicans paid dearly for their victory, having lost a large number of officers and men. President Comonfort had issued orders for the prisoners to be brought to Mexico for trial, doubtless with the humane wish of trying to save their lives.

On the 25th a formidable conspiracy against the life of Comonfort was discovered and the ringleaders arrested. The two principal ones were Ocollos and Nogueira, both under immense obligations to the president for their actual positions in the army. Their plan was to seize on the person of Comonfort and then attack the palace—Nogueira having engaged to perform the first part of the plan the night he was arrested, as he was the officer of the guard. Both conspirators are undergoing their trial, and it is currently reported that they would be beheaded. Order has been completely re-established at Lagos and the troops under Nunez, that had left Guadalajara for that purpose, were sent back again, as all signs of discontent were removed. General Alfaro had not been captured since his flight from Matohuela. Comonfort had issued orders to the different military commanders for his arrest. Senior Ignacio Aguilar, one of Santa Anna's ex-ministers, had escaped from the prison which he had taken refuge in on an unpoetic age. We cannot help being astonished at the liberty which Nature takes with her own great principles. She decrees that a thing shall be so, and never deviates from that decree; yet she varies it with the most exquisite niceness. She makes every human a face, with all the appendages great and small necessary to it; but no two faces were ever precisely alike. Though there are a thousand millions of faces on the earth, and if to these the myriads that have mouldered away were added, still no two precisely alike could be found. The entire identity of two objects in their outward appearance, is clearly no where to be found. No two stars look wholly alike; the songs of no two birds are the same; no two flowers the same. No minds are identical, or have exactly identical apprehensions. The diversity in the universe is beyond all mortal comprehension. The intention of language is to give names to the various objects in nature, and point out their difference; yet these differences tower so far above the grasp of the boldest language, as the eagle in its flight is above the worm that reaches towards him from the ground. We have three words in our copious language to express difference of taste, viz:—sweet, bitter, sour; but the varieties of taste that an ordinary tongue could discern over the earth, might perhaps require as many words to express them as we have in all our language; and how much greater is the diversity discerned by the other senses. The vast majority of these, one mind can never communicate to another. By comparisons, paraphrases, expressions of countenance, and intonations of voice, we can do much, but it only goes so far to tell our friend that what we wish to say, is different from a great many things, and leaves him to feel it out among a great many more. Still we get along, and perhaps better if language were more perfect, for as it is, the fancy—a pleasing, airy faculty—is called into play, and it often makes the picture more pleasant than the original would be. Yes! Variety is a law of nature, and thereby we were induced to abandon politics for the nonce, and indite upon our good natured readers the foregoing prosy article.

ACCOUNTS VARY BOTH AS TO THE NUMBER OF FILIBUSTERS AND OF THE SONORIOS. According to one report, the former had 150 men in all, which deducting the 59 prisoners and the 14 fugitives, would make the number of the dead 70. There was a party of 25 in the vicinity near Tubutana, who advancing at the time had no part in the engagement. It is stated that 11 of these are taken, and at last accounts the remaining 14 were fully pursued.

The force of the Sonorios on the 1st is estimated at 250 to 300 men; on the last day with reinforcements at 800.

Touching the expedition by sea, designed to cooperate with that by land, letters have been received at the capital from Honnosile; dated March 30, which stated that 500 filibusters had landed at Lobos, two leagues from Guaymas. It was added that great dissatisfaction existed among them, and that twenty of them had deserted, and presented themselves to the American consul at that port, who turned them over to the authorities. They represented that they had no intention of making war upon Mexico, and that they had been deceived as to the object of the expedition.

The parties concerned in the conspiracy against the life of the president have been put on trial. Nogueira is said to have made important revelations, and to have confessed the authorship of the letter, whose accidental discovery brought to light the whole plot. He was one of the most intimate friends of the president, and enjoyed a seat at his table.

Gen. Gilardi, who is an Italian by birth, has resigned his commission and gone to Europe.

A revolutionary movement has been discovered and suppressed in the State of Jalisco. A pamphlet has made its appearance at the capital, where it has attracted much attention, on the much discussed rights of the church.—The suppression of several religious orders is rumored.

The latest Mexican journals do not anticipate actual hostilities with Spain.

THE SILVER MOON.—The Louisville Courier says that Captain Greenlaw, the Napoleon of the sea, has just been ordered to his post of boats, the Silver Moon. He had her built expressly for Red river, but at the same time she will prove of service in any river where business is done and low water to contend with. This boat is very staunchly built, with capacity for 450 tons. The hull is 135 feet in length, with 35 feet beam and 54 feet hold. She is a regular side-wheeler, and a full grown, fair proportioned, good looking Silver Moon. Her machinery has been tested, and works well, being put up by Roach & Long. The boilers were built by Joe Mitchell, the hull by J. Collins, and the cabin by W. D. Evans. The chandeliers and newly invented water gauge were the patent of Mr. Hoyt, of Boston. It is the most simple, and at the same time, ingenious contrivance we have ever seen, consisting of two pipes, one conducting steam from the surface of the boiler, and the other water from the dresser below the boiler. The pipes direct to the sides of the boiler and meet at the water-line, where an index is stationed with pointers, which are elevated or depressed as the water rises or falls in the boilers. The Silver Moon is in charge of Captain Greenlaw, her owner.

The Silver Moon arrived at Shreveport a few days ago, and is one of the most admirable low water boats we ever examined.

Twenty-five Texas boys Miles Greenwood went to Cincinnati a poor young man, and started a blacksmithery on the outskirts of the town. He now employs 450 men, pays \$3.00 for wages weekly, affords support to 1,200 persons, and turns out \$600,000 worth of work annually. Last week he gave a grand feast to his people, to celebrate the quarter century.

YET ANOTHER RAILROAD.—We have been thought by some a little enthusiastic as to our railroads, as being in fact rather fast and too jubilant in reference to them. Through enthusiastic and pardonable upon a sub-lord Byron, he has evidently enjoyed a position of consequence so vital to us, still we do not acknowledge the soft impeachment. So far from over estimating the business, we are not yet plumb up to the mark; indeed we might say with entire truth and soberness the hall has never been told. Our system of railroads is spreading itself, a huge iron net work. Every day almost brings with it some expansion some new link to the great chain whose possibilities appear destined to ramify everywhere.

A few days ago, we referred to the enterprise which is about to be undertaken to construct a railroad up Red river valley, which will be of great benefit to our commerce, as well as to the rich and comparatively undeveloped section it will penetrate. We have every reason to believe that this work in such hands as will insure its execution at no distant day; while our great southern Pacific railroad has already received a basis for operation so solid as leaves not the slightest room to doubt that it will be pushed on with all the energy which abundant means and the dazzling prospect of almost fabulous returns divides to the stockholders cannot fail to inspire.

To-day we have the pleasure of announcing another railroad enterprise having the most intimate and important bearing upon our prosperity, one that will be new to most, if not all of our readers. This is the "Sabine and Galveston bay railroad," though a better idea of what would be obtained if we should call it the Houston, Texas, and New Orleans railroad, as its object is to effect a direct railway connection between this city and Houston in the State of Texas. We have seen the plans and examined somewhat carefully the statements and company, Col. A. M. Gentry of Houston, and we are free to say, that considering the connections which this road will form at Houston, and its various bearings, there is no road now building or contemplated, whose immediate and direct practical results promise to be of greater importance to the business and prosperity of New Orleans than this. This is strong language we know, but we have not used it lightly or unadvisedly. We must confess that we were somewhat surprised at the admirably forward system of railroads and their state of advancement which the people of Texas have made and are pushing on with all the power and enthusiasm of that gigantic, rising State. It is worthy of them and of the age in which they live. It shows that they are fully alive to the advantages of their position, and will reap from them the blessings they are so well calculated to bestow. The great importance of the Sabine road is its connection with this system of railroads converging to and diverging from Houston. These Iron Briar arms are projected in such a way as to reap all the important portions of the great State, so that the moment New Orleans and Houston are linked together by iron bands we shall have ready access to all the great divisions of the State, and with us. It is difficult to convey on paper an adequate and correct idea of these ramifications, and the great varied interests with which they are blended. Consider that railroads are projected and actually commenced—on some of them the cars being in operation for greater or less distances—from east to west across the whole State in the extreme north, nearer the center, and in the south. The first is the Memphis and El Paso railroad, the second of this is our own great Pacific railroad, and that in the south is the one of which the Sabine and Galveston bay road will form the eastern link, which we may as well term the New Orleans, Houston and Great Western railroad. Then, again, another set of railroads run substantially north and south intersecting those going east and west at various angles. Thus it will be seen at a glance that when these shall have made considerable progress all the great divisions of the State will be reached. All of these roads connect at Houston, which we call the railroad center of the State. Hence, therefore, the importance of the direct railroad connection between that city and New Orleans.

Such connection brings the untold products and rapidly increasing population of the young empire State of the Union right to our doors. Let it not be supposed that these roads exist only on paper and in the imaginations of the enthusiasts. Omitting the Memphis and El Paso, and our own Pacific roads not coming within the scope of our present purpose, we may state in general terms that the charters of the other railroad companies have been secured by the actual payment of the roads, and the completion of parts of them, and that the entire system is progressing rapidly. No body in Texas doubts for an instant their early and certain completion. How can there be any doubt when the work is seen going on every day, and the cars actually running? For examples, the Henderson and Mexican gulf railroad, which will intersect at Houston with the Sabine and New Orleans railroad, has twenty-five miles cleared, and its continuation from Houston to Galveston has twenty-five miles done and the cars running. It is to be done to Houston by the 1st of July, and will be forty-six miles. The road running west from Houston via Columbus on the Colorado, Gonzalez and San Antonio to the Rio Grande, is completed to Richmond, thirty-two miles, and the cars running. It is under contract and partly graded fifty miles more, to Columbus. The Houston and Texas Central railroad, running up through the centre of the State to the 32d parallel, and intersecting our Pacific road, and penetrating the great wheat region of Texas, has twenty-five miles done, and the company expects to complete the second twenty-five miles by the 1st of July next.

All the companies referred to are organized under the general law, the same as our own Pacific road, and each one is entitled to the same amount of land and money from the State that the latter is to receive.

THE SILVER MOON.—The Louisville Courier says that Captain Greenlaw, the Napoleon of the sea, has just been ordered to his post of boats, the Silver Moon. He had her built expressly for Red river, but at the same time she will prove of service in any river where business is done and low water to contend with. This boat is very staunchly built, with capacity for 450 tons. The hull is 135 feet in length, with 35 feet beam and 54 feet hold. She is a regular side-wheeler, and a full grown, fair proportioned, good looking Silver Moon. Her machinery has been tested, and works well, being put up by Roach & Long. The boilers were built by Joe Mitchell, the hull by J. Collins, and the cabin by W. D. Evans. The chandeliers and newly invented water gauge were the patent of Mr. Hoyt, of Boston. It is the most simple, and at the same time, ingenious contrivance we have ever seen, consisting of two pipes, one conducting steam from the surface of the boiler, and the other water from the dresser below the boiler. The pipes direct to the sides of the boiler and meet at the water-line, where an index is stationed with pointers, which are elevated or depressed as the water rises or falls in the boilers. The Silver Moon is in charge of Captain Greenlaw, her owner.

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THE MONROE DOCTRINE.—The rejection by the British cabinet of the amended Dallas-Clarendon treaty is, we conceive, a matter for rejoicing. Mr. Dallas has proved himself more of a courier than a diplomatist. As cousin to Cotton, he has evidently enjoyed a position of consequence so vital to us, still we do not acknowledge the soft impeachment. So far from over estimating the business, we are not yet plumb up to the mark; indeed we might say with entire truth and soberness the hall has never been told. Our system of railroads is spreading itself, a huge iron net work. Every day almost brings with it some expansion some new link to the great chain whose possibilities appear destined to ramify everywhere.

A few days ago, we referred to the enterprise which is about to be undertaken to construct a railroad up Red river valley, which will be of great benefit to our commerce, as well as to the rich and comparatively undeveloped section it will penetrate. We have every reason to believe that this work in such hands as will insure its execution at no distant day; while our great southern Pacific railroad has already received a basis for operation so solid as leaves not the slightest room to doubt that it will be pushed on with all the energy which abundant means and the dazzling prospect of almost fabulous returns divides to the stockholders cannot fail to inspire.

To-day we have the pleasure of announcing another railroad enterprise having the most intimate and important bearing upon our prosperity, one that will be new to most, if not all of our readers. This is the "Sabine and Galveston bay railroad," though a better idea of what would be obtained if we should call it the Houston, Texas, and New Orleans railroad, as its object is to effect a direct railway connection between this city and Houston in the State of Texas. We have seen the plans and examined somewhat carefully the statements and company, Col. A. M. Gentry of Houston, and we are free to say, that considering the connections which this road will form at Houston, and its various bearings, there is no road now building or contemplated, whose immediate and direct practical results promise to be of greater importance to the business and prosperity of New Orleans than this. This is strong language we know, but we have not used it lightly or unadvisedly. We must confess that we were somewhat surprised at the admirably forward system of railroads and their state of advancement which the people of Texas have made and are pushing on with all the power and enthusiasm of that gigantic, rising State. It is worthy of them and of the age in which they live. It shows that they are fully alive to the advantages of their position, and will reap from them the blessings they are so well calculated to bestow. The great importance of the Sabine road is its connection with this system of railroads converging to and diverging from Houston. These Iron Briar arms are projected in such a way as to reap all the important portions of the great State, so that the moment New Orleans and Houston are linked together by iron bands we shall have ready access to all the great divisions of the State, and with us. It is difficult to convey on paper an adequate and correct idea of these ramifications, and the great varied interests with which they are blended. Consider that railroads are projected and actually commenced—on some of them the cars being in operation for greater or less distances—from east to west across the whole State in the extreme north, nearer the center, and in the south. The first is the Memphis and El Paso railroad, the second of this is our own great Pacific railroad, and that in the south is the one of which the Sabine and Galveston bay road will form the eastern link, which we may as well term the New Orleans, Houston and Great Western railroad. Then, again, another set of railroads run substantially north and south intersect