Account of a Journey Through Northeastern Texas

Edward Smith
ACCOUNT OF A JOURNEY THROUGH NORTHEASTERN TEXAS

EDWARD SMITH

NOTE: Terrell W. Conner, Jr., the President of the East Texas Historical Association, is a collector of Texas Maps. Among the photocopies of maps in his collection is a map showing the route of inspectors through North-Eastern Texas in 1849. He first thought this particular map had been made for inspectors of land certificates, but the map began in Jefferson and made a circular route, instead of beginning or returning to Austin. Then he realized that the year 1849 was not the date of the Inspection of Land Certificates for they had been authorized by Fourth Congress of the Republic. Later he learned the map of the inspection trip through Texas in 1849 had been taken from a book which was written by an Englishman, Edward Smith. Conner was intrigued by the map and was determined to find the book from which it was taken. Through the assistance of the Daingerfield Public Library, he obtained a copy of Smith’s book, and Conner and his wife working together made an exact typed copy. The East Texas Historical Journal using Conner’s copy will reproduce the book in three installments.

As a result of Dr. Smith’s report, in October 1850, about one hundred English colonists arrived in Galveston and made a difficult overland trip to the Bosque, some fifty miles north of Waco, and established a colony. They settled in a fertile valley and established what they called the City of Kent. Kent was carefully platted. Inexperience, poor management by the immigrant company, a severe winter, hostile Indians, unsanitary dugout houses, and disease caused the colony to be abandoned. Some of the colonists moved to other areas in Texas, some to other states, and a few returned to England.

ACCOUNT OF A JOURNEY through NORTHEASTERN TEXAS

Undertaken in 1849

Embodied in

A REPORT

To Which Are Appended

LETTERS AND VERBAL COMMUNICATIONS, from Eminent Individuals

Lists of Temperature; of prices of land, produce, and articles of merchandise; and of cost of carriage and labour; in several parts of the Western and Southern States;

And the recently adopted

CONSTITUTION OF TEXAS with
My Dear Sir,

The accompanying Report contains the result of an inspection of the northeastern part of Texas, undertaken in March last, at the instance of a body of Gentlemen of whom you are the President; when my esteemed friends, John Barrow, Esq., C. E., and myself, engaged to carry out your designs. I have borrowed the plan of it from the Instructions which were then put into my hands, and of which the following is a copy:—

"Instructions to the Inspectors.

"They shall examine into and report upon the following matters:

"1st—The general Healthfulness of Texas—of the neighbourhood surrounding the proposed location—of the location itself. The causes which produce the diseases incident to Texas and how far they attach permanently or otherwise to the proposed location.

"2nd—The relative advantages of Northern, Western, Eastern, and Southern Texas, as respects the heat of the climate, salubrity, fertility, internal intercourse, and the variety, abundance, and remunerative character of the productions; as also the security, commercial position, and the probability of producing wealth.

"3rd—The character of the lands proposed for our acceptance:

"a. Soil—its character and varieties; its universal, general, or partial fertility.

"b. Wood—its quantity, quality, and variety; the relative proportion and value of the woodland and prairie, and the ease or difficulty which would attend a fair division of the estate amongst the emigrant purchasers. The best mode of effecting such division.

"c. Communication—

1st, Roads—Their present character, and the facilities for keeping them in repair. This will include the question of the geological formation of that part of Texas.

2nd, Rivers—Their size and direction, and how far they are navigable.

3rd, Ports—The distance to the nearest river or lake port, and to the nearest seaport. The cost of conveying produce thither from the lands.

4th, Railroads—The probability as to the speedy formation of such means of communication, and the difficulties which would attend such an undertaking.
"d. Productions—Their nature, and their value on the land, and at the ports—the nearest and best markets for such produce, whether on the land or not. What manufactures can be profitably undertaken so as to use the raw material there produced.

"What productions are most remunerative and suitable to the welfare of a Colony—of a Colony of Europeans; and the relative amount of toil required to raise them.

"The price, quality, and abundance, of horses, cattle, sheep, and hogs.

"e. Water, Salt-springs, Minerals—Their quantity, quality, and position.

"f. Labour—Its cost, as regards the various necessary operations; and the kind of artizans and labourers which the Colony should import.

"g. Security—Whether endangered by men or beasts, the names of the noxious animals, reptiles and insects, (if any) which may infest the Colony.

4th—The laws respecting the rights, duties and privileges of aliens.

5th—The best route to Texas, with the expense of passage in chartered vessels. The outfit required by emigrants, and the articles which they should take out for their own use, or for the purposes of trade; and the wholesale and retail price of such articles at New Orleans, and other large cities.

6th—Slavery, is it generally employed.

7th—The general position of the inhabitants, as respects intelligence, morality, enterprise, and wealth."

In making our inspection, we have religiously respected your desires, in carefully inquiring into the various subjects on which you sought information. In no instance have we consulted the works written on Texas, but are content to lay before you the results of our own inspection and inquiry only, referring you to such works for a more connected and detailed account of that State. It may be that I have represented that country in all essential particulars, much as it had been previously described by others, but should such be the case, you have now the advantage of confirmation testimony, and that brought down to the present moment.

The Report has no pretension to correctness in style, for the hurry in which it has been prepared and printed has admitted many modes of expression and typographical errors, which would not have passed unchallenged had more leisure been permitted to be. I have endeavored faithfully to present to you a statement of facts and opinions written concisely, and as I trust, intelligibly, and which have an immediate reference to the object which you have in view.

The lists of articles and tables of temperature, have been compiled with care. American money has been used in them for the most part, in order to avoid error, and to preserve great accuracy; and it may be readily reduced to the English standard. The American dollar ($) is worth 4s 2d; the cent (o/o) 3d; the New York shilling, sixpence, and penny, are respectively worth one-half of the like English coins, and the bit of Southern and Western States is equal in value to the New York Shilling.
I desire to direct your attention to the accompanying letters, and especially to that of Mr. De Cordova, which contains much information concerning the most vexed question in that country, viz., the titles to property.

The verbal communications have been appended to the Report, in order that some of our authorities might speak for themselves; and also that much matter might be presented to you, which could not with propriety have been inserted in the body of the Report. I regret the necessity which has withheld me from offering to you a mass of communications respecting many of the Western States.

We felt that the Report could not be considered as complete, unless the Constitution of Texas were added to it; for it behooves every emigrant to well consider the spirit of the laws, under the influence of which he is about to place himself, and this ought to be well expressed in the Constitution of the State. You will recollect that I presented to the Meeting specimens of the red and black soils; of iron ore, and other minerals; of wheat and tobacco; of bois d'arc, oak, and other kinds of wood; and also articles of native manufacture; all of which were intended to illustrate the various parts of the Report.

I have great pleasure in publicly expressing my gratification in having had so able, indefatigable, and courteous a coadjutor in this, a new and arduous undertaking; and it is also due to Mr. Barrow to intimate that he is not responsible for any statement made in the Report, although I well know our opinions coincide on all important points.

The whole work is now offered to the public, at the request of the Gentlemen for whose guidance it was originally written; and I fervently hope that it may be of service to the thousands of our fellow countrymen, who annually seek distant lands; and entrust their lives, families, property, and future efforts, to the care of strangers.

I am,

My Dear Sir,

Your sincere friend and servant,

EDWARD SMITH

Fall House, Heanor, Derbyshire
October 9th, 1849

REPORT

Mr. Barrow and myself left Liverpool on April 10th, 1849, on board the packet ship Constitution, and after an unusually quick passage arrived at New York on May 1st.

Captain Britton, of the Constitution, kindly introduced us to Mr. Grinnel, one of the leading merchants and politicians of New York, in the hope that he could give us information as to the position of the Land Office, for the sale of Texan lands. Mr. Grinnel received us in a very gentlemanly manner, and walked with us to the office of Mr. Brower, a Texan merchant, in South Street, from whom we received much information, and also letters to several mercantile firms in Texas. Whilst conversing with him, Commodore Moore, of the late Texan navy, entered the office, and from his intimate personal knowledge of the country was of great service to us. Mr. Brower requested his partner to introduce us to Mr.
Bean, 39, Water Street, (who had travelled through Texas, and had distinguished himself by the publication of his letters respecting it,) who gave us letters to gentlemen of influence of Texas, and especially to his brother-in-law, Colonel Ward, the late head-commissioner of the Land Office at Austin. Mr. Bean introduced us to Mr. Kimball, counsellor-at-law, 53, Wall Street, who favoured us with a letter of introduction to Mr. De Cordova, a surveyor of great eminence, at Houston, well acquainted with almost every part of Texas. From these gentlemen we received much courtesy, and learned that the Federal Government held no lands in Texas, and, consequently, that the General Land Office was not at Washington, but at Austin, the capital of Texas. Having been so unexpectedly favoured with many letters of introduction, we were the more anxious to pursue our journey, and to enter upon our examination of Texas; but it was no easy matter for us to select our route.

There are four ordinary routes to Texas. First, the northern route, by the Hudson river, the Albany and Buffalo Railroad, Lake Erie, the Central Michigan Railroad, Lake Michigan, Illinois Canal, Illinois River, and the Mississippi River to New Orleans. This route extends over a space of 2,700 miles, and to traverse it required an outlay in time of about sixteen days, and in money of $42, and it had the advantage to us of taking us into direct association with many of the Western States. Secondly, the route to Cincinnati, by the Alleghanny Mountains, or by Lake Erie and the Ohio Railroad, and thence direct to New Orleans by the Ohio and Mississippi Rivers. This journey would occupy nine days at a cost of $50, or thirteen days at a cost of $35, and would be of no especial benefit to us, since it would be undertaken through well-settled States, and to which no large colony could emigrate. Thirdly, the southern mail route, through Philadelphia, Washington, Charleston, Montgomery, and Mobile, to New Orleans, would require eight days at a cost of $110, and have the inconvenience of frequent changes in the mode of conveyance. It passed through the Southern States exclusively, and from them we could not glean information useful to our purposes. Fourthly, by steamer to New Orleans, or sailing vessels to Galveston; the former requiring eight days, with $60 in the first, and $50 in the second cabin; the latter, twenty-one days, at a cost of $50. To both these we objected that we did not like the sea voyage, and could learn nothing respecting any of the States. After much inquiry and consideration we determined to take the costly and more northern route, still another and a most important question remained unanswered. Ought we to enter Texas by the Red River or by a Southern port, as Galveston? We preferred the Red River route, since, by our instructions, we were required to examine North-East Texas especially, and therefore, it was our duty to gain some personal knowledge of this great outlet for its produce. But all of our letters of introduction were directed to persons residing in the south, as at Houston and Austin, and until we had seen the plans at the Land Office, we could not know where to find the large plots of land, and without this knowledge our examination of the country must be very imperfect. This question caused us some anxiety, but the following consideration ultimately decided our course. The gentlemen from whom we had received letters of introduction had pre-eminently recommended the central part of Texas, and had urgently desired us to proceed to Galveston, and present our letters before we entered upon our inspection. We had reason to believe them to be gentlemen of undoubted honour and respectability, but we had no evidence before us to show that they were not interested parties, who desired
us to be guided by the advice of others in Texas, who might be associates in the same interest. If they were so interested we knew that their friends in Texas would recommend those portions of the country where their interest lay, and consequently, would represent other parts, and, perhaps, the north-eastern, as inferior to them. To their assertions, we could not offer an opposing argument, unless we had previously seen some part of the country, and consequently might have indulged unjust suspicions, or by implicit confidence have been led into error. We therefore determined first to travel through North-Eastern Texas, and subsequently present our letters.

We found it necessary to take other precautions in our intercourse with the people, for we observed that each regarded his own state, county, township, and plot, as the best part of America, leading him unfairly to detract from the merits of other portions of the country. The boundless resources of the country, and the enviable prosperity of the people, gives to the inhabitants the habit of using exaggerated expressions of feeling, and the positive and comparative are less frequently employed than the superlative. We therefore detracted from the force of their expressions whether of approval or disapproval, and endeavoured to believe what they really intended to convey. Every American is a landowner, and nearly every American is a speculator in lands, so that we soon discovered that much of the information offered to us was tendered by interested parties. These considerations taught us not to rely upon any information unless it had been obtained from persons very variously circumstanced; and usually we inspected the matter ourselves.

We left New York on the day after our arrival at that city, and after a most interesting and instructive voyage of fifteen days, through, or touching upon, the States of New York, Pennsylvania, Michigan, Illinois, Missouri, Kentucky, Tennessee, Arkansas, Mississippi, and Louisiana, arrived at New Orleans on May 17th. On the latter day we left New Orleans, and reached Shreveport [sic] on the 21st, after a voyage of seventy-five hours. There we found it most difficult to obtain horses, and therefore determined to embark on board a steamer, which passed through the interesting chain of lakes to Jefferson, situated at the head of Navigation, on Cypress Creek. Whilst awaiting the arrival of this boat we were informed that a number of English people had recently arrived at Shreveport [sic], and were then encamped at the neighbouring [sic] springs. On visiting this encampment, we found about forty persons living in a log house, enlarged by canvas, and Mrs. Peede informed us that Dr. Peede and Mr. Richardson, the London agent for the company, had led them out, and that they had proceeded to Dallas county to choose a settlement. The emigrants are poor people of various trades, who had agreed to pay £22 for a free passage to the settlement and for twenty-five acres of land. No emigrant could engage for less than one share, but he might possess several shares at the same proportionate rate. In our subsequent journeyings we fell on the track of these gentlemen, and learned that they had purchased the preemption right of Mr. Damons, over 640 acres of land, well-situated near to Porter's Bluff, the intended head of navigation of the Trinity. For this they had paid $5 per acre, and the headright which they would require would probably make the total cost $1 per acre.

On the morning of the 23rd we left Shreveport [sic], arriving at Jefferson on the 24th, and after experiencing some delay and much annoyance in the purchase
of horses, we commenced our inspection on May 25th, having left England six weeks and three days. We rode through Cass, Titus, Hopkins, Lamar, Fannin, Grayson, Collins, and Dallas counties in their order, and arrived at Dallas city, situated in longitude 96° 40' on June 9th. There we met with Hon. Judge Mills, canvassing for the office of Governor of the State, and since we had already frequently crossed his path, he had become acquainted with us and the object of our journey. We had now reached the most westerly point of that part of the State which we had undertaken to examine, and had gained as much information respecting it as appeared to be attainable by us. Three circumstances then engaged our consideration. First, we were in the middle of summer, with poor and jaded horses, and could travel at a slow rate only. Second, our funds were much reduced, rendering it imperative that no unnecessary expense should be incurred. Third, it is customary for gentlemen residing in the south to retire to the north during some of the summer months, and the Hon. Judge informed us that the heat and the cholera had driven the Governor of the state to the banks of the Trinity, and it was probable that those to whom we had letters would have left the south also. The Hon. George Smythe, the Head Land Commissioner, would probably remain at his post, and would give us the positions of large plots of land, with the names and residence of their owners; but unless we had the opportunity of examining these lands, the information could be obtained as satisfactorily by letter. We fully explained our matters to the Judge, and he advised us to proceed no further; offering to convey any information, by letter or otherwise, to the Government, and to lend us his assistance. He also advised us to suspend the completion of our arrangements until the next session of the Legislature, when Government would order large portions of land to be offered for sale, for the purpose of paying off the national debt. He particularly recommended thirty leagues of land, which had been set aside for educational purposes, and which lay on the borders of Grayson and Collins counties, on the route of the proposed Great Pacific Railroad. He advised that we should send an authorized agent to Austin during the next session of the Legislature, prepared to make an offer to the Governor for this or any other plot of Government lands, and he was sure that it would be obtained on most advantageous terms. From these various considerations we determined to write letters to the Hon. G. Mills and Mr. De Cordova, and to return through the southern of the northeastern counties in order to render our examination of North-East Texas more complete. We then turned our faces homewards, with not a few regrets, and left Dallas City on the evening of June 9th; and after passing through Dallas, Kaufman, Van Zandt, Smith, Upshur, and Harrison Counties, arrived at Shreveport [sic] late at night on the 18th, horses and riders much fatigued with a long journey. On the next morning we set out for New Orleans and reached that city on the 22nd, when we immediately proceeded to Cincinnati, up the Mississippi and Ohio Rivers, through the States of Louisiana, Mississippi, Arkansas, Tennessee, Missouri, Kentucky, Illinois, Indiana, and Ohio, arriving on July 4th, amidst the celebrations of the anniversary of American independence. There Mr. Barrow and myself separated. I traversed the length of the State of Ohio, Lake Erie, and the State of New York, whilst Mr. Barrow took the less expeditious, but cheaper and more picturesque, route of Upper Ohio, Pittsburg, Harrisburg, and Philadelphia, to New York. I reached New York on July 7th, and on the same day set sail for England, in the splendid packet ship New World, and arrived at
Liverpool on July 27th, having travelled 7,000 miles on the Atlantic, and 7,500 miles in America, in three-and-a-half months.

In presenting the following report, it must be distinctly understood that any opinion stated therein respecting Texas has exclusive reference to the part which has been examined by us, unless otherwise expressed, and in drawing up the report, I have adhered as closely as possible to the plan laid down in our instructions. It will be remarked by you that a large portion of those instructions had reference to the examination of a specific plot of land, and since that plot was withdrawn from sale before we left England, I have endeavoured to make the “Instructions” applicable to North Eastern Texas as a whole.

The Nature of the Soil

The soil is universally alluvial, and has received names according to its colour rather than its composition; as black, mullattoe, grey, ash, and red, and of these the black, red, and grey soils, are the best defined.

The grey soil prevails in Cass, Titus, Hopkins and Kaufman counties, and is exclusively of a sandy nature. Its fertility differs with the proportionate quantity of sand, and adjoining tracts are fertile in very different degrees. As a rule it is easily washed by the rains, and therefore the hills and elevated ridges are less fertile than the vallies. It is very light, and is worked by one horse during all seasons. In depth it varies much, but probably will not average more than 12 inches. As a whole, that of Cass County is richer than that of Titus County, and both are inferior to the black and red soils. It produces excellent cotton, corn, and vines, on the woodland. The prairies of Hopkins county afford excellent pasturage, and the soil being stiffer than on the woodland, wheat and small grain may be grown with profit.

The black soil commences in Red River county on the east, and extends through the magnificent prairies of Lamar, Fannin, Grayson, Collins, Cooke, and Dallas; and also, as we are informed, to and beyond the cross timbers on the west, and the main streams of the Colorado, Brazos, and other rivers, on the south-west. The color is remarkably deep. Its consistence varies much as the lime or the sand prevails, some portions being light and friable in all weathers, and easily worked with one horse, whilst other portions can be cultivated during dry seasons only. In depth it varies from a few inches to twenty feet, but with the exception of certain parts of Cooke and Dallas counties, where the lime points abound, I have not seen it of a less depth than from twelve to twenty inches. In the vallies its depth has never been determined except at certain points, where the rain has formed deep ravines in the soil, at the bottom of which the sub-stratum may be seen. It is universally admitted to be the finest soil in the country, equaling in fertility the rich alluvial bottoms of the great Mississippi valley, to portions of which soil it bears a striking resemblance. All the productions of the grey soil grow on the black soil, but with far greater luxuriance. The more sandy varieties are adapted to the growth of cotton, corn, tobacco, and vines, whilst the more limy produce all kinds of small grain, figs, peaches, garden vegetables; and all kinds of fruits grow in the utmost perfection on either kind. The “Prairies of the West” which consist of this soil, offer the finest pasturage in the world.
The red soil predominates in Harrison and Bowie counties, and on all banks of the Red River, and alternates with the grey soil in Cass, Titus, Van Zandt, Smith, and Upshur counties. There are two grand divisions, the one of an homogeneous nature, which is called the Red "River soil", and the other of a gravelly nature, evidently mixed with ironstone and red marl. The former kind is greatly preferred, and is unsurpassed for the growth of cotton and corn; and the attention given to these productions has prevented the general cultivation of other articles on these lands.

Wood

Cass, Titus, Smith, Van Zandt, Upshur, and Harrison counties, are exclusively covered by wood; whilst in Kaufman, Hopkins, Red River, Lamar, Fannin, Collins, Grayson, Cooke and Dallas, both prairie and woodland are found, with the former usually preponderating. The varieties of wood are the black oak, white oak, red oak, post oak, and black jack, which exist universally, with pine, live oak, ash, elm, sycamore, hickory, walnut, sweet gum, cotton wood, wild plum, cherry and hackberry more commonly, and the beautiful bois d'Arc, the cedar, and the cypress, in isolated localities. The pine is very much esteemed, and we met with it in certain parts of Cass and Titus counties, and on the Upper Red River, also at the heads of the Trinity, and on the Sabine, and in all the parts west of Marshall in Harrison county. It is found but sparingly in Hopkins county, and not at all on the northern prairies. It is yellow, and of fine quality, being exceedingly full of resinous matter. At three feet from the ground it is usually from two to three feet in diameter, and in common with the sweet gum, cotton wood, white oak, ash and sycamore, grows, (especially in the valies) to the height of 100 or 120 feet. The varieties of oak are not equal to the English oak, but the live oak is highly esteemed in shipbuilding. The white red oak grow to a large size, whilst the post oak and black jack is a scrubby wood. The ash, elm, and beech, are excellent. The bois d'Arc, is a beautiful yellow hard wood, very enduring from which are made excellent waggons [sic], and articles of furniture. The French use the yellow as a dye, and beautiful walking sticks are made from the twigs. The hickory is a heavy dark-coloured wood, very suitable for tool handles, and fuel for domestic purposes, and vast herds of pigs feed upon its nuts. The red cedar splits readily, and is very enduring when used as fencing, being even superior to the black locust tree of the Western States. Cypress is used more commonly in the manufacture of water butts and troughs, and is the best fuel for steam engines. Of all these kinds of wood, the pine is most esteemed, since it is converted into lumber, and will split readily for fencing. The inhabitants of the neighbourhood of Bonham prefer to send to Pinehill, a distance of 80 miles, for lumber for building purposes, although they have other varieties of wood on their own land. It is used exclusively for the production of charcoal, and the excellence of the product, in connection with the tar, amply repays the expense of burning it. In the parts of the country where fire wood is valuable, they clear the land by at once cutting down the trees, about two feet from the root; otherwise they cut away a ring of the bark, which destroys the foliage, and permits cotton and corn to grow underneath, even during the first year. Of the trees with the bark thus cut away; the hickory of the small size usually die at the end of the second year, whilst the other varieties remain firm from three to five years, when they are easily pulled up and burnt. Stumps decay in about four
years, but in Vermont and the other New England States, they remain firm for sixty years. The wood is not thickly planted, and since the land is almost free from undergrowth, the clearing is effected with much ease.

Communication

Roads. They are universally primitive. Those marked out by the early settlers are usually circuitous, since they were directed amongst the heads of the streams in order to avoid the deep channels of the rivers. The modern roads have been laid out by the State, and were cut by the compass, and consequently are much more direct than the former ones. The track is usually very plain, so that we never lost our way. The condition of such roads depends mainly upon the nature of the soil and the seasons. In dry weather a good open hard road is found almost everywhere, but in rainy seasons the black deep limy soil is far less agreeable than the grey sandy soil. Waggons [sic] constantly traverse all the roads over which we travelled, and no obstacles present themselves except in the small hills where deep gutters have been washed by the rain, and in the river bottoms, which are usually small and numerous. The horseman traverses the country with ease at the rate of 45 miles per day.

Since the soil is universally alluvial, and the stone placed deeply, it is not usual to find Macadamized roads in the States, and in Texas it would not be wise to make them. Hard wood being without value, it is better to lay a footpath of planks, and the carriage way of adzed blocks, which would in the average of years be found less costly than Macadamizing them. In the river bottoms, and other places liable to inundations, it would be well to drive piles for a short distance on which to lay a permanent wooden way. It should be remembered that in the New World the seasons are more fixed than in England, and since in Texas the dry summer season is far longer than the rainy winter season, the natural road remains good for many months together, except small portions at the river crossings. It is probable that the bottoms would be much improved by simply cutting down the wood near to the roads. The settlers are very anxious to improve the roads and demand to work in gangs, occasionally, to effect this improvement without expense. We found bridges of a very simple construction over every creek of any magnitude, but their number ought to be much increased, so that the traveller might never need to tread up the muddy bottom of the smallest rill. An organization of the settlers in any and every part could be most readily effected to improve and increase the number of bridges. These bridges simply consist of transverse beams on which are laid the trunks of small trees or split rails. When the channel is wide, they arrange a support in the centre, made of piles of logs, and upon this the ends of the transverse logs meet. Oxen appear to travel through these muddy bottoms with a loaded waggon more easily than the light horse of the country, and therefore they are more commonly employed. We found the best natural roads upon the red ironstone gravel soil, and upon the superficial limestone at the heads of the Trinity. It is said that a mixture of this soft limestone with the sand of the creek bottoms, converts the black soil into good roads. Ferries are organized over the wide rivers on every road, and let out to private individuals, who are permitted to make a moderate fixed charge of five-pence for a man and horse. We crossed the east fork of Trinity and the Sabine by such ferries.
Rivers. River communications is not sufficiently extensive in North Eastern Texas above 32° of lat. The following are the available points of navigation.

1. Shreveport [sic] situated in 32° 30’ of latitude, to which point the produce from Northern Louisiana and a large portion of N.E. Texas, is at present carried. Navigation is good from November or December until July or August, and will soon be made good throughout the whole year. This town was built because the “Red River raft” is situated a few miles to the North of it, preventing the passage of large vessels up the stream and constituting this a head of navigation.

2. Jefferson. This is situated in Texas, on Cypress Creek, and in 32° 46’ of lat. It is approached from Shreveport [sic] by the Red River, and the 12 mile Bayou, and a long chain of lakes, and enters farther to the West than Shreveport [sic], and consequently is a more convenient port to the settlers in the interior. Steam boats have pleyed these lakes during the past four years, but no regular line had been established until the present season. We arrived at Jefferson in the middle of May, and found that ours was the twenty-first arrival during that season. This Port bids fair to seriously injure Shreveport [sic], but the cost for transit from Jefferson induces many to take their produce sixty miles further to Shreveport [sic]; but as the quantity of produce increases, it is probable that the rates of freight from Jefferson will diminish.

3. Sulphur fork of Red River. This large branch empties itself into the Red River above the raft. Boats have run a considerable distance up it, but no communication now exists. It is generally believed that it will be rendered navigable up to the bifurcation, near to Lamar county. The only impediments are the overhanging branches of the trees, snags, and small rafts, all of which may be removed at a very inconsiderable expense.

4. Upper Red River. The Red River is perfectly navigable to Fort Washita, nearly 1,000 miles above Shreveport [sic], and produce may be shipped at any point upon it. The present head of navigation is Pinehill, opposite to Fort Towson and Clarkesville, because the quantity of produce exported from the more westerly parts does not at present support navigation higher up than Pinehill. The charges for freight from Pinehill are extravagantly high when compared with other routes, and to avoid it, some settlers have floated their produce, whilst others prefer to haul it to Shreveport [sic] at a cost of $1½ per 100 lbs., repaying themselves by back carriage. At the present time all produce conveyed down Upper Red River must be reshipped at Shreveport [sic] which alone greatly increases the charge for freight, but so soon as the Red River is improved around the raft, vessels will pass up Upper Red River direct from New Orleans, and the rates will be properly adjusted to the distance. I learnt from the State Engineer of Louisiana that the Legislature of that State have ordered certain improvements to be made in the Red River, which have a most important bearing upon the development of N.E. Texas, and should be well considered by our Colony. This engineer is now engaged in enlarging the channel of the Bayou Pierre, by which, and the Rigolet-de-bon-Dieu, the distance from New Orleans is much lessened. This will be effected immediately; and in the autumn he intends to remove such a portion of the falls at Alexandria as shall permit vessels to pass above them at low water. Immediately subsequent to this, he is directed to sound and to stake out a safe course through the chain of lakes, and so to improve the Black and
Red Bayous by forming a canal and by widening them at certain points, so that vessels may pass from New Orleans around the Red River raft. This will be effected during the coming year, when this river will be rendered navigable through the space of 1,400 miles at almost all seasons.

It is not intended to attempt the removal of the Red River raft for the following reasons. It could not be removed except at an immense cost, which could be defrayed by the Federal Government only. It would be speedily re-formed. Very many lakes in Louisiana, and those bordering upon Texas, have been formed by the backing-up of the waters by this raft, and are now navigable; the removal of the raft would partially dry the lands, but it would certainly hinder navigation, and at the present moment the latter consideration is more important than the former. The soil being alluvial is easily washed away by the current, and it is believed that the depth of the new channel is greater than that of the old, and that the water would therefore continue to flow in the new channel if the raft were taken away. Sodo and Clear Lakes are of recent formation, and many now living remember the period when the land was dry. The Indians informed Major Campbell, of Clinton, that the lakes were formed after a great earthquake, and the Major believes it to have been at the occurrence of the earthquake of 1812, when New Madrid, and other parts of the Mississippi valley disappeared. After these improvements shall have been effected, one or more river ports will spring up above 33° of latitude, and all the produce from lands north of 33° lat., and east of 96° long., may be readily carried to these ports, or to those on the Upper Red River. At the present moment, goods from New Orleans are shipped to Shreveport [sic], or to Pinehill, and thence are hauled down to Dallas, and to all the western countries.

It seems more than probable that Red River will continue to be the outlet for the produce of Eastern Texas, since it encloses a large portion of the most fertile land, and by it the produce may pass to one of the best markets in the world without transhipment.

5. The Sabine is navigable to Logan’s Port, but no regular communication exists at the present time. At a meeting of the settlers in the counties upon either side of this river near to Logan’s Port, it was determined that each shall assist in removing the obstructions; so that the river will be immediately rendered navigable to Beechams ferry; and it is said that it may be readily navigated up to its forks. This is of material advantage to Harrison, Upshur, Smith, Van Zandt, and Hopkins, as well as to the more southern counties.

6. The Trinity has been navigated by steam vessels to a point situated about 140 miles below Dallas, and at the present moment steam vessels ply regularly up to the lower part of the river. It is determined to make it navigable to Porter’s Bluff, situated about thirty-seven miles below Dallas. At and far above Dallas the river is abundantly wide and deep to permit navigation; but a raft in a dense body of three-quarters of a mile in length, and extending, with some degree of density, fifteen miles, must first be removed. This is dry at low-water, and then can be readily burnt up; and contractors have engaged to remove it at a cost of $1000. There is a difference of opinion as to the probability of this being effected, but I think that so soon as the country about and above Dallas
shall have become developed, it will demand the outlay of so inconsiderable a sum of money.

When these various improvements are effected, the Red River will be navigated throughout nearly every month of the year, up to 97° long., and the Sabine and Trinity Rivers, during eight months of the year, to 32°, 40' lat., and I am of opinion that settlers will do well to locate themselves near to these points, under this impression. But there will still be a strip of country of about 90 miles in width, and 160 miles in length, through which no navigable river runs, yet it has a navigable river along the whole of its northern boundary; two navigable points in the southern boundary, and two projecting into its eastern extremity. Thus no point can be far removed from navigation of some kind.

Railroads. No railroads exist in N.E. Texas. Two are proposed, and their formation is looked forwards to with intense interest. The one from Pinehill, on Upper Red River, to Galveston, was projected by a company of gentlemen at Galveston, having Colonel Allen at their head. The project was received with great favour, and it is said that the landowners have offered to donate about one million acres of land, to pay for the construction of the railroad. At this moment the inhabitants of N.E. Texas are ignorant of the real intention of the projectors, and it is feared that they, having made a profitable sale of land at the proposed terminus at Galveston, are not now stimulated by self-interest, and therefore are grown careless as to the result of their scheme. We can testify to the ardent desire of the people amongst whom we have travelled to see such a work undertaken, and a quantity of land amply sufficient to pay all the expenses would be given to any Company who would in good faith undertake it.

The Great Pacific railroad now absorbs public attention. From the Hon. Judge Mills, and many other gentlemen, we learnt that the Texan legislature intend at their next session to make a proposition to Congress so advantageous to the undertaking that they are convinced that this railroad will traverse the northern portion of Texas. It has been already stated that Congress does not own the public lands in Texas. The Government of Texas at the annexation undertook the responsibility of paying the public debt, and therefore retained the public lands. In the other states, the public lands became the property of the Federal Government, and these have been so far sold or appropriated for specific purposes, that neither the Federal nor the States' Government possess lands in sufficient quantity to promote the formation of this great undertaking. The Government of Texas still holds 180 millions of acres of these public lands, and it is to be proposed to give such a quantity of them to the Federal Government as may pay for the construction of the railroad through the whole State, a distance of about 700 miles. The railroad would then commence at Memphis, on the Mississippi, and proceed to Little Rock in Arkansas; then enter Texas, and run along the elevated ridge upon which Clarkesville, Paris, and Bonham, are situated, and afterwards take a south-westerly course to the Paso del Norte.

Many other reasons are offered why this railroad should pass through Texas. It is the shortest route. It would never be impeded by snow; whilst the opposition route would be impassable during several months of the year. It would develope a most fertile district, instead of passing over sterile rocks; and it would protect the Mexicans from the incursions of Indians, by causing
the country to be inhabited by white men. From these and many other reasons; it is believed that this route is the best already proposed; but to my mind it is doubtful if they have sufficient interest in Congress to secure its adoption. The leading men of Texas entertain high hopes regarding it; and the representatives of various parts of Texas travelled with us to Memphis, where a Convention of the Southern States had been called for July 4th, for the purpose of deciding upon a general plan of procedure. We have since learnt that this Convention was postponed on account of the prevalence of the Cholera.

We cannot be surprised at the great exertions made, and the intense anxiety felt by the Texans in this undertaking, when we consider the following matters.

Firstly. They have probably the finest agricultural and manufacturing country in the world, only requiring railroads to attract settlers with capital and enterprise, in order to develop it; and whenever this is effected, its size and natural advantages will secure to Texas the preponderating influence in the States.

Secondly. All parties, whether in Texas, or the sister States, agree that the country offers unparalleled facilities for the construction of railroads. No railroad would probably cost more than $1000 per mile. The surface is somewhat level with the soil, resting upon a deep basis of clay. It is probably that the turf would not require to be broken in many places. The embankments would be made universally from side-cuttings and spoil-banks would create neither inconvenience nor expense. It would be difficult to obtain ballast; but this article is not generally used in the States. Timber is abundant, and without cost. The iron required is simply a 3/8 inch bar, raised upon the longitudinal sleeper by a layer of wood 1 1/2 inch thick, and fastened to the sleeper by small pins. The rivers are not of great width, and no expensive bridges nor tunnels would require construction.

The proposed line for the Great Pacific railway, runs from east to west, across the ridges of a level elevated line of land, whence the head waters of many rivers arise, and would therefore avoid the main trunks. The railroad to Galveston would run from north to south, on a gentle declivity between the great undulations of the land, and would cross one or two large rivers only.

Thirdly. The wheat is ripe on the first of May, and the cattle are fit for the New Orleans market in March, so that cattle, wheat, and flour, could reach the New Orleans market two or three months earlier than the produce of the Western states. From this fact alone, Texas could control the New Orleans trade.

Fourthly. Louisiana, and the Mississippi Valley in general, do not raise grain and stock, and they are at present supplied with these articles from Ohio and the Western States. Texas being much nearer to these parts ought to supply them with these articles, which she can raise in quantity and quality unsurpassed by any other State. No less a quantity of flour than 40,000 barrels had been conveyed up the Red River during that part of the season which had preceded our arrival there. The cost of carriage of this flour from Ohio to Shreveport is 4s per barrel, the whole of which ought to be obtained by the Texan farmer. This is the natural home-market for the produce of the northern prairies.

Fifthly. Nearly all the land in N.E. Texas, has been located on speculation, and it would repay the speculator to give half of his lands for the construction of a
railroad. Thus a mass of men of intelligence and property find it to be their interest to give large tracts of land to whoever will undertake such a work.

Should this Great Pacific Railroad not be secured to Texas, it is evident that one must be constructed to traverse the interior part of the northern prairies, and directly connect them with Lower Red River. This should commence at, or near to, Bonham, and run through Paris, Clarkesville, and Boston, to a point on Red River above the raft. If this were completed, others would join it, connecting it with the heads of navigation of the Trinity and Sabine Rivers; and thus afford abundant internal communication to this fertile district. The settlers, as we are informed, are quite willing to give a sufficient quantity of land to pay for the construction of a railroad from Bonham to Red River to any body of men who would undertake it. I think this a most important subject for the consideration of our proposed Colony, for the northern ridge appears to me to be most suitable to our purpose, provided a railroad would be there constructed within a few years. It is probable that contractors could be found who would each undertake the formation of a small portion of the line, to be paid for in land, and there is no doubt of the readiness of the donors to convey their donated lands at certain stages of the work, so that the contractor having found money for the construction of half of his contract might sell a part of his lands in order to pay for its completion. When completed, the railroad would be the property of the company, who would receive all profits made by it.

This is also important when viewed in connection with the Red River improvements. The port established at the termination of the railroad on the Red River would become the port for N.E. Texas and Southwestern Arkansas; and in it our commercial friends would find a suitable location. Should such a work be undertaken, all the valuable building lands on which the city would be placed, and the best commercial positions would be at the disposal of the Colony. The State Engineer of Louisiana stated that he would join such a colony, and take a share in such an undertaking.

**Productions**

Cotton. The best cotton produced in N.E. Texas grows in Cass, Harrison, and Bowie Counties, and on the second bottoms of all the counties bordering on Upper Red River. The Cotton thus produced ranks in the New Orleans market as "Red River" cotton, and is a fine and long staple. That produced in Titus, Hopkins, Lamar, and Fannin Counties, is a shade inferior in quality, and consequently in price. The woodland district on our southern route is said to produce it of fine quality.

In quantity it depends upon the nature of the soil, and the amount of attention paid to the cultivation. Thus, on the rich lands of the Mississippi one-and-a-half to two bales of 500 lbs. each per acre is not unusual, whilst in Alabama the yield does not exceed 250 lbs per acre. As a rule we found the larger plantations better cultivated than the small ones, and therefore the former raised a better crop. In N.E. Texas the average yield is somewhat under one bale, or 500 lbs. per acre; for although in Harrison and Bowie Counties they frequently obtain one-and-a-half bale, in Hopkins County it does not exceed 350 lbs. One bale per acre is the usual return from the black sandy soil.
In computing the quantity of cotton to be raised by each hand, it is customary to include his other labour. Thus on the Red River and the Mississippi, each hand is expected to cultivate eight acres of cotton lands, and ten or twelve acres of corn, besides raising all vegetables required for the family. Mr. Thomas Goldon, residing four miles from Shreveport, once obtained twenty-one bales to the hand.

In the few instances in which we found persons refusing to employ slave-labour, they stated that the yield was greater with white than slave-labour. The slave-holder usually plants eleven to twelve acres of cotton per hand, depending upon the assistance of the children and the aged during the picking season.

The price varies much. During the past season it has been very low, and the Red River planters have not cleared more than $0.65 cents per lb., and those residing in the interior, as in Titus, Hopkins, and Lamar counties $0.40 cents.

Corn. The corn is of fine quality, and is produced in every county; but the best crops were noticed by us in Lamar County, and in some portions of the woodland districts on our Southern Route.

The quantity per acre varies much with the nature of the soil, but far more with the amount of attention paid to its cultivation. The major part of the settlers emigrated to Texas without capital, and from countries where it was necessary to labour hard to procure food; when suddenly finding themselves surrounded by an abundant supply of game and delicious wild fruit, and occupying land which will yield a good harvest almost without cultivation, they acquired lazy habits, and are content with the food which nature alone provides. Good farmers are scarce, and labourers not plentiful; and thus it is that the crops of corn vary much, and are in general lighter than in other districts. In general, the yield varies from twenty-five to fifty bushels per acre; but it is universally acknowledged that more abundant crops would result from the employment of a proper quantity of labour.

The supply is not by any means equal to the demand, so that the price is far higher than in any other State in the Union. In no instance did we find it selling for less than $0.75 per bushel, and in Hopkins county the settlers demanded $1.25, and even $2 per bushel. The price this year is unusually high, in consequence of their having experienced an unfavourable season last year, and also from the great influx of emigrants; and it is probable that the unseasonable frost which destroyed the crops in all the western and southern states at the beginning of this year will sustain the present prices during another year. The usual price throughout the country is $1 per bushel, whilst in Ohio it is 10 cents to 20 cents under similar circumstances.

The leaves are pulled in August and September and used as fodder, the which our horses preferred to any other food. The settlers make them into bundles weighing 2 lbs. or 3 lbs. each, and keep them in small stacks, or in a loft. This is selling for the enormous sum of $2 per 100 lbs., because the settlers have been too indolent to gather it in sufficient quantity.

Wheat. This grain is not extensively cultivated on the sandy soils, since the crop is small, and the cotton planter prefers to give his attention to the one product exclusively. The wheat district is on the prairies of Hopkins county,
where the soil is close, but more particularly on the black limy soil of the prairies in Lamar, Fannin, Collins, Grayson, Cooke, and Dallas counties. They lack fine seed, and therefore the grain is small, but it weighs well, and is converted into excellent flour; and I saw some weighed in Lamar county, of 62 lbs. dirty and 67 lbs. clean, to the bushel. The half-bushel is circular, of 12% in. by 8% in. The Indiana half-bushel contains 1075 sq. in. Many millers reported that the average weight is 62 lbs., but we were on many occasions informed by men of undoubted veracity, that 70 and 72 lbs. to the bushel is not an uncommon weight. Judge Thomas sowed 19 quarts of wheat, and obtained 25½ bushels of 71 and 73 lbs. We were unable to procure fair samples of wheat, since the stock of old wheat was exhausted and the new had not been gathered.

They sow one bushel per acre, and with most imperfect cultivation it yields fifteen to thirty bushels. The unanimous opinion of the inhabitants of that part of Texas and of the neighbouring States, proves that this elevated prairie land cannot be surpassed as a wheat district. Now, that labour is not plentiful, it does not pay them to obtain large crops at the expense of much cultivation. The price universally is $1 per bushel; full one-half dearer than in other States.

Oats grow well in every county, but we saw but few crops and those looked healthy, but not very fine. Indian corn as an article of food for horses, render oats of less value in the estimation of the settlers, than with us. The seed is inferior. The settlers believe that oats will do well with them.

Rye is said to grow well, but we did not see any.

Grass. All the varieties of grass seen by us, are indigenous, and no attention has hitherto been given to its improvement. It grows most luxuriantly, with a tolerably close bottom, and is eagerly eaten by all kinds of stock.

The Wire-grass, almost exclusively, grows upon the prairies of Hopkins county. It is a narrow leaf growing three or four feet in height, and the world cannot show cattle in finer condition than those roaming uncared-for over these splendid prairies. Cows of 600 lbs. weight, and steers of 1,000 lbs., are met with everywhere, and steers of two years old, universally weigh 450 to 550 lbs. No difference of opinion exists amongst the settlers of this, and adjoining counties, as to the fact of this being the best stock-raising county during the summer months. In July, the settlers burn up the old and drying grass, after which, young and tender shoots spring up, upon which the sheep and cattle feed in the subsequent months. In the winter, the cattle retire to the river bottoms and seek the “hog-wallow”, places on the prairies where grass continues green and nutritious during those months. During the past winter the cattle suffered severely, from its unexampled severity; and the loss then sustained by the settlers will probably induce them to keep a small stock of fodder, to meet such an emergency.

This is the ordinary variety of grass found upon the woodland, and being thin in that position, the cattle are small and not in good condition.

The Calamus grass alone, or mixed with the wire, and other natural grasses, covers the prairies of the black soil where vegetation grows with a luxuriance to which northern counties offer no parallel. These prairies extend for hundreds of miles, constituting a Goshen for the settler; and since they are too extensive
to admit of being partitioned by fences, they are open to the herds of any inhabitant. When we encamped upon these prairies the horses preferred the calamus grass, and on riding through it we could not restrain them from eating it. It is said to live somewhat longer in the autumn than the wire grass, and therefore is better than the wire grass for winter food. The settlers burn this grass also in order to obtain the aftermath.

The Mezquite is acknowledged to be the finest of these natural grasses by all persons, except those living on the wire grass. It remains edible during the winter, and consequently the cattle feeding on it are in better condition in the spring than those on the wire and calamus grass prairies. It abounds upon the fertile plains of the Colorado and the Brazos, and the magnificent prairies of the far west. It does not grow on any part examined by us, and consequently, I have not seen it. It is probable that it might be imported to these parts and grown with an advantage equal to that of the west; but so long as the northeastern prairies remain undivided, and the amount of the stock is far less than the land can support, it would be unwise to spend money on improving the grasses.

Vines. Several varieties are indigenous to the country, and two came under our notice. The one runs up the trunks and twines amongst the foliage, covering the tops of trees 100 feet high with grapes of great size and sweetness. We had no opportunity of tasting this variety. The other grows on small bushes, two feet in height, lying upon the ground, or supporting themselves by entwining their tendrils around the branches of shrubs. Upon each of these little bushes we counted twenty or twenty-five bunches. The grape was unripe, and therefore sour, but we were informed that they become large and sweet, and that the settlers gather them by waggon loads for domestic purposes. Their number appears to be almost infinite upon the sandy woodland. The grape has not been cultivated in north-east Texas, but it is certain that the cultivation of it would be at least as profitable as it is upon the hills at Cincinnati, where 400 gallons of wine are produced from the acre, and sold at $1 per gallon. The cultivation of the grape for conversion into light wine would be of advantage to the country by enticing the settlers from whiskey drinking; and it is probable that the home consumption would be considerable. It is believed that no country surpasses Texas in the growth of the grape.

Tobacco. This production is not cultivated in N.E. Texas as an article of exportation; but for home consumption it sells at 1s. per lb. I saw it growing most luxuriantly in Lamar County, and nearly every farmer grows it for his own use. The Texan tobacco produces fine flavoured cigars and smoking tobacco; but the ignorance of the farmers as to the mode of curing the leaf prevents them from converting it into manufactured tobacco. This fact is well known in the States, and I heard it mentioned by a planter of Tennessee, when travelling down the Mississippi. The black soil appears to be most suited to its growth, and might be most profitably employed in its production. It is well known to be a product which rapidly impoverishes the land, and in Texas this is obviated by sowing the seed on wood ashes in the wood, whence after a few weeks the plant is removed to cultivated land. We are informed that the Germans settled on the Colorado carry on a most profitable trade in the growth of tobacco and the manufacture of cigars.

Flax grows readily, but I did not see it growing.
Wool. Sheep are as yet scarce in the country. The largest flocks seen by us were on the prairies of Hopkins and Lamar Counties. They are of the long-legged Mexican breed, and in excellent condition. They are shorn twice a year, and the fleece weighing about 3½ lbs., and sells as ls. to ls. 6 d. per lb. The prairies being elevated and dry and the grass excellent, this part of Texas is particularly adapted to sheep grazing. The rams are small and ill-bred. The sheep are said to yean twice a year, but since the rams run with the flock at all times, it is nearer to the truth to say that there is scarcely a fixed yeaning season, and that they yean much more frequently than in northern climates. On our journey we saw many lambs but recently yeamed, whilst others were nearly as large as the mothers. Mutton is not generally used as an article of food from the desire of the inhabitants to increase this kind of stock.

Cattle. In no state have we found finer cattle than in Texas. In the regions bordering on the Red River and in the woodland in general, the breed is small; but on the prairies the cattle are exceedingly large, and always in prime condition. The Durham breed has been introduced, and I think the stock on the prairies of Texas is quite equal to the common stock of this country. Their steers are much superior to ours. Cows usually have a calf at two years old, and never pass a year without an additional one. They are taught to come twice a day to the house, when the farmer takes as much milk as he requires, leaving the remainder to the use of the calf, which always runs with the mother. This imperfect mode of milking is injurious to the cow; and from this cause alone they yield a less quantity of milk than those of our country. An ordinary cow and calf, at two years old and upwards, are worth $10, and meet with very ready sale at home. Vast herds of steers are driven yearly to the southern market, whilst others are broken to the collar and sold in the country. Although the quantity of cattle is somewhat considerable, we found many large prairies but just dotted with them, and many others entirely destitute of them. Herds of millions of cattle are still required, in order to use the abundance of food which nature has provided.

Horses. The horses are of a superior quality, in every State through which we have travelled; much more so than the mass of horses in our country. The improved breeds have been largely imported, and the horse being well fed and lightly worked, the breed continues to improve. They are of good size and of light build, and by training become very fast walkers. The only improvement which has occurred to me would be in the importation of our fast-walking fine dray horses, which seem to be very suitable for the hauling of goods over bad roads; but it is probable that if our breed were carried thither, it would speedily become lighter, and more like the ordinary horse of the country. Many of the drivers have found that a team of mules is more profitable than one of oxen, since they will travel somewhat faster, and may be fed with corn and tied to the wagons at night, whilst the oxen feed in the woods, and wander away. The rule is to attach six mules to a wagon, carrying 3,000 lbs.; a weight sufficiently great, considering the small size of the mules, their bad harnessing, and the inequality of the roads. Small teams of our well-bred horses would upset the present system of hauling, and, at the present rate of carriage, would bring great returns to the proprietors.

Mules are held in great esteem in all the Southern States, being more patient,
steady, and enduring in their labour than horses. Much care has been bestowed upon the improvement of this stock, and a fine race, fifteen and-a-half hands high, are commonly employed. The settlers have introduced the Spanish dark-coloured jack, worth in Texas $500 to $1,000; and also a large-sized light-coloured jack, whose breed I could not learn. With these they cross their largest mares; producing a valuable progeny, which is sold for one-half more than horses. The breeding of horses and mules is universal on the prairies; but its extent is at present very limited.

Pigs are very numerous, and find their food almost exclusively in the woods and river bottoms. The breed of those in Titus and Cass Counties, and other woodland districts, is very inferior, and is correctly denominated “razor backed.” Upon the prairies, where food is more plentiful, the breed is better, bearing some resemblance to the Berkshire breed, which has been introduced amongst them. They are small and short legged, and very fat, affording excellent pork and bacon to the settler, without his having expended a penny upon them. The taste of this bacon is very different to that of our English bacon, and was not very pleasant to our uninitiated tastes. The cotton planters feed pigs on the rotten cotton seed, and the chief source of profit in the distillation of whiskey is the pig feeding. Artichokes are cultivated on dry lands, supplies with plenty of water, for the purpose of feeding without permitting them to run into the woods. One acre of this article is said to feed about one hundred pigs; and the artichokes reproduce themselves yearly. The rearing of hogs is important to the settlers who eat their flesh more constantly than any other kind of food.

Salted meats will be a profitable article of exportation when the internal communication of the country is improved, and the supply of cattle exceeds the daily demand. The natural market for it is on the cotton lands of Texas and Louisiana.

Skins and Pelttries are not important articles of commerce at present, since the cattle are usually slaughtered out of the country; the sheep are but very rarely killed; the buffalo is driven further west; and therefore deer and bear skins, with a few ox skins, are the only kinds exported. There is a ready sale for them in New Orleans; and when the cattle are killed and salted in the country, this branch of commerce will become important. Oak bark, of good quality, is abundant in the country, which has already induced many settlers to build tan yards, which are very profitable.

Honey and Wax are collected in immense quantities, and are largely exported. We found virgin honey on every table, and it supplies the place of sugar in the food of the poorer settlers. The inhabitants keep large quantities of bee hives made out of hollow trees. At the large stores, wax, honey, and pelttries are recognized articles of barter. N.E. Texas is a delicious garden, well adapted for the production of honey; and when labour becomes plentiful, the production of honey and wax will be profitable. The honey-bee is larger than ours, and their stores are proportionally large. At every stop we found trees cut for the purpose of finding honey.

Game, of every variety, is in countless numbers over the country. Deer, in herds, occupy every wood, and at dawn of day and at night, may be seen brows-
ing on the open prairie. Their number is much diminished, but even now the
huntsman needs never to return without his game. Wild turkeys weighing 30
lbs., frequently crossed our path. Ducks and geese are said to be innumerable.
Partridges exist everywhere, and were constantly running in front of our horses.
The prairie hen is very abundant, and is about the size of a common fowl, but
much more delicious. Woodcocks, snipes, and every other known variety of game
are met with on all hands. Squirrels are very numerous, and are accounted a
great luxury, and to my untutored taste the flesh is very rich. I shot six of these
creatures in a very short time, and the large fox-tail squirrel, the grey and the
black squirrel are equally prized. Game has long ceased to be profitable to the
settler, since more useful occupations than hunting have presented themselves;
and it is still too abundant to be valued as a luxury.

Figs grow luxuriantly, but are not much cultivated at present.

Peaches are grown by every settler for the purpose of making dried fruits, or
for feeding swine. In Ohio a farmer has planted 30,000 peach trees for the
latter purpose.

Apples will grow readily. We saw them in Cass, Dallas, and Harrison coun­
ties. The early kinds are preferred, since the later varieties are liable to fall
before they become ripe.

Vegetables. We saw every variety known to the English gardener growing
luxuriantly. Irish and sweet potatoes, cabbage, cauliflower, peas, beans, rhubarb,
beet-root, lettuce, celery parsnips, carrot, turnips, etc. There is not a month in
the year in which the settler has not fruits and garden vegetables.

The several varieties of the Mulberry grow universally, and the settlers say
that the silkworm thrives well. The climate of Texas resembles that of Italy, and
it is possible that the silkworm may be reared to great advantage.

The Olive Tree has not been imported, but it would certainly succeed.

We saw the Castor oil plant and the Sarsaparilla Plant growing luxuriantly.

The following list contains the names of those productions which would
be the most remunerative to a colony of Englishmen:

1. Wheat and every known variety of grain, large and small. The usual return
from an acre of corn is $20. One man and horse will cultivate thirty acres, besides
attending to other duties, inducing a return of $600 per year for each hand.

2. Vines, from which they manufacture wines, brandies, and dried fruits.

3. Figs, peaches, apples, and other dried fruit.

4. Tobacco.

5. Breeding every kind of stock, especially the pure breeds of cattle, sheep,
hogs and hounds; and also horses and mules.

6. Cattle feeding.

7. Wool growing.

8. Cotton, silk, and flax. One bale of cotton of 500 lbs. per acre, at 5 cents
per lb. net—$25. One hand will raise eight bales at $25 per bale or $200; and
twelve acres of corn at $20 per acre, or $240-$440, per year, exclusive of other
sources of profit. Thus a settler, with two tolerably grown sons and a little capi­
tal, may clear $1,200 per year, from the production of corn and cotton only, exclusive of his income from stock-raising and feeding, and he will enjoy a
thousand comforts and luxuries, and work but very moderately.

As it regards the production of cotton by white labour, we found it to be
admitted almost everywhere that the white man can sustain at least as much
exertion as the black man; but it is also admitted that it is more agreeable to the
white man not to work at all. We saw most of the planters in Texas labouring in
the field, and bringing up their sons to work in like manner.

The least laborous mode of farming is that of stock raising and feeding.

Tobacco planting requires but little attention.

The vine is readily cultivated.

Cotton requires for its cultivation quite as much labour as that of any other
production.

The small grains require less attention than corn, since the latter should be
ploughed several times during the growth of the crop.