The Victoria Advocate.

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THE Victoria Advocate.

EXTRA EDITION.

HONOR TO WHOM HONOR IS DUE.—To Maj. J. W. Frink, the whole-souled Road Master of the Gulf, Western Texas and Pacific Railroad, more praise is due than we can now give for the noble manner in which he worked day and night for the relief of the Indianola sufferers. This gentleman has shown by his readiness to co-operate with the executive committee in forwarding provisions and other necessary aid a most exemplary spirit, and has made for himself scores of friends among the Victorians as well as those of the unfortunate people in whose behalf he so nobly labored.

On next Tuesday evening, the Casino company will give a dramatic exhibition in this city, the proceeds of which will be applied to the benefit of the sufferers of Indianola and Saluria. This worthy intention, we feel sure, will prove a great success, and a handsome amount be raised for the unfortunate, who have suffered the loss of everything except life in the late cyclone on the bay.

Indianola!

THURSDAY'S STORM!

A DAY OF DANGER AND NIGHT OF HORROR!

Frightful Destruction of Property.

TERRIBLE LOSS OF LIFE.

LIST OF MISSING, WRECKED SHIPPING, BUILDINGS.

Total Destruction of Saluria by the Maddened Waves

ESCAPE OF PRISONERS—TAYLOR, BLACKBURN AND RUSCHAUS

HOW AT LAREDO.

Immediately upon receiving reports of the destruction of the city of Indianola by the fury of Thursday's storm, the ADVOCATE dispatched on Saturday night, a special reporter to the scene of desolation. We have heretofore given in several Extras the general incidents of the storm, but in the subjoined report full particulars and the minutest details of the fearful cyclone which swept our coast will be found.

The Victoria party, including the ADVOCATE representative, which left for Indianola on Saturday night last, arrived at its destination, nearly forty miles distant, at 9 o'clock Sunday morning, having been in the saddle since 9 o'clock the evening before, with the exception of an hour spent in resting the horses. The last six or seven miles of the ride bore evidences of the terrible strength of the current which had swept over that part of the country. Salt water filled the marshes and low places on the prairie, and as Indianola drew near the wrecks of schooners, the shattered fragments of lonely prairie ranches and remnants of fences were visible every where. The railroad track for four or five miles was scattered away to the west, and much of the embankment had been entirely destroyed. Sections of the track, four or five bars long, were swept like bubbles from their positions for hundreds of yards, and of one stretch of a mile or more not a vestige of either tie or iron remains in sight, the roadbed being level with the lake a mile distant.

West of Indianola, and between the railroad and Powderhorn Lake, where once a number of buildings stood, but one solitary dwelling remains, is a scene of shattered condition. Near here stands a locomotive engine and tender, while along side the track a passenger coach lies in an inverted position, while one set of its trucks remains on the track just where the car had leaped off.

Once into the stricken town evidences of the extent of the awful catastrophe began to present themselves. Houses, wrecked and shattered were on every side, often several squares from the original site, houses wrenched from their fastenings, mingled shrubbery and trees, lay piled in masses everywhere. The scene from the bridge was one of desolation, of wreck and ruin.

TOPOGRAPHY.

In order to give the reader a better idea of the calamity, a few descriptive remarks upon the topography of Indianola and its vicinity may be made. The reef, on the extreme southern limit of which the town is situated, is about four miles long, the lower part running nearly north and south, while further up it tends more to the westward. The beach of the bay above Indianola sweeps around until it forms a coast running nearly due east and west, and is then at the right angles with that in front of the town. To the south the bay coast tends to the eastward until Alligator Head is reached, beyond which there are numerous inlets and points. In the rear is a series of connected lakes and bayous, not generally full of water, a conjunction of which is made at the lower point of the town, with a wide and deep bayou, from its peculiar shape called Powderhorn. This bayou connects and is the channel through which Powderhorn Lake, a half mile above, discharges into the bay just immediately at the lower point of the town. About midway of the reef the water of previous years had cut a channel directly across, but ordinarily there was little or no water there, and but seldom were there interruptions of travel from one end of the island to the other. On the northern part of the reef stands what is called Oidtown, or Indianola proper, which at one time was the leading shipping point, and enjoyed the distinction of being the county seat of Calhoun county until transferred to Port Lavaca. Next to Oidtown was then called Powderhorn, now Indianola. To the rear of Oidtown, across a shallow lake or bayou, is the highest land for some miles, a portion of which during the late storm, was not submerged.

THE STORM—ITS NATURE.

Atmospheric disturbances are classed under several distinctive heads, with the cyclone as the climax, or severest character of storm known. The highest speed of a hurricane is fixed at 80 miles an hour, while the cyclone travels at a much greater speed, having two motions, the one rotary and the other in a straight direction. A cyclone is reported to have passed over the Gulf to the south of Indianola three years ago, traveling at the rate of one hundred and twenty-six miles an hour, while it is estimated by the officer in charge of the U. S. observatory at Indianola the one of Thursday moved at a speed less rapid, or from one hundred to one hundred and twenty miles an hour. His observations marked the speed at a maximum of one hundred miles an hour at eighty-eight miles, but at that time the abrupt change to the north west destroyed the instruments and so rendered it impossible for him to make any further notes. His opinion, as given to the ADVOCATE reporter, classes it as a cyclone, the exact center of the line of progress of which must have been in the neighborhood of Indianola.

THE BAY, WINDS, ETC.

Matagorda bay has the sand-like shape peculiar to its distinctive class. The mouth or pass to the eastward is towards the lower or southern beach, while to the north it extends far up into the country, trending to the west at its upper part, rendering the basin susceptible of any considerable rise only when the wind is from the northeast, east or southeast.

INDIANOLA.

The town of Indianola is principally comprised in one long street, running with the reef nearly north and south. Formerly another street existed on the bay front, but subsequent encroachments of the water had rendered it impracticable. West of Main street one or two short streets ran parallel with the reef, which across a low marsh was situated the railroad depot, machine shops, etc., near Powderhorn bayou. The railroad track runs across and connects with the wharf extending out into the bay. The business portion lies principally on the lower part of Main street near the wharf.

WEDNESDAY'S STORM.

On Wednesday, the 15th inst., the storm which was known to have been gathering in this latitude, and which had been plainly noticed by the heavy banks of clouds that for some days had hung over this section, commenced, a heavy northeast wind being its most prominent distinguishing feature, accompanied by an almost steady rain. It was early noticed the bay was being rapidly filled, but as it was an usual occurrence at the period of the autumnal equinox, no uneasiness was felt. Later in the evening the water had progressed to a depth, rather than ever known, but the wind, which had increased to a gale, was confidently expected to decrease in violence as the sun went down, and the citizens of Indianola slept undisturbed, in the hope that the morrow would bring a cessation of the storm. During Wednesday night, however, the steady southeasterly wind increased, and daylight on Thursday found the eastern side of town submerged, and the water breaking over Main street in many places. The wind, while heavy, had not yet become more than a gale, and was blowing due east.