





TERMS OF THE BULLETIN.

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RAIL ROAD.

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

The friends of the country imperiously demand one short railroad to connect the rolling country at Victoria with ship navigation at Indianola. This much is essentially needed, and thus far a road would evidently pay well and be self-sustaining, and thus we should have for 35 miles a main trunk to be extended and branched from as the country demanded. It would be a safe and judicious move; from Victoria to the country above, or on either side, good wagon roads, plenty of water, grass and grain are to be found; freight and passengers on this 35 miles of rail road would be abundant; and the road would extend itself west naturally, without the necessity of forced sacrifices to the country or to capitalists. All roads above would necessarily be tributary to and feeders of this one.

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

The Greater Roman.—We visited this new steamship while she lay at our wharf, and were shown all over the immense structure. She is truly a noble specimen of art, and in all her arrangements and appointments is worthy of all praise. The 160 berths, a magnificent lounge on the main deck, finished with newwood, her guards, fore-and-aft upper decks are covered in, so as to afford perfect protection against the sun and rain, and to afford elegant accommodations for deck passengers.

The Morgan was built in New York by Water & Sun, her machinery coming from the Morgan Iron Works. She is 230 feet on deck, 23 1/2 feet beam, of 600 horse power, and is rated to carry 1400 or 1500 tons, being the largest vessel ever in this bay.

Her officers are Thomas Forbes, Captain, Jas. H. Lockhart, Purser; John Chery, Chief Engineer, and F. Mearns, Assistant.

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

We wish the Morgan and her owners great success.

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