

# ARRIVAL OF THE EMPIRE CITY.

## WALKER'S NICARAGUA EXPEDITION.

### Complete Journal of Events.

#### Future Movements and Prospects.

The U. S. mail steamer Empire City, Capt. Griffin, from New York the 2d inst., and Havana the 9th, reached her wharf at an early hour this morning. The former reports:

Entered Havana harbor early on the morning of the 8th. Found there U. S. mail steamer Daniel Webster, Miner, from New Orleans, arrived at sunrise same day, and coaling. The Webster left for New York that afternoon. All well.

On the morning of the 9th, arrived U. S. mail steamer Star of the West, Gray, from Aspinwall for New York with 425 passengers, the usual mails, and \$2,227,000 to remit, from California November 20.

After embarking 123 Californians, 7 bags mules, and the Havana passengers and mail, the Empire City left at half-past 10 A. M., the 9th, for this port.

The most important news per Star of the West is the announcement that Gen. Walker, on the 25th November, landed his entire forces directly in view of U. S. sloop Saratoga from steamer Fashion, and was strengthening his position at Punta Arenas.

The Fashion brought this intelligence to Aspinwall, whither she subsequently proceeded for coal, and there avoided seizure at the hands of Com. Paulding by exhibiting correct clearance papers from the Mobile Customhouse.

The Star of the West was to sail for New York on the afternoon of the 9th.

Left at anchor steamer Isabel for Charleston, Spanish propeller Alma for Vigo, British steamer Solent for St. Thomas.

The Empire City brings the following named passengers:

From New York—L. Denison, Jr., Miss F. Denison, Miss Sawyer, Mr. Mackin, E. D. Willott, Chas. Myers, T. W. Ware, A. Guyol, Mr. Simmons, and two in the steerage.

From Havana.—M. Mitchell, M. Troiegor, N. Turnbull, Mr. York, Miss York, and 7 in the steerage.

From California.—Mrs. Daniels and two children, S. A. Thomas, wife and mother, three children and servant; Wm. Hancock, W. E. Warren, J. Levy, J. A. Scott, S. J. McCleary, C. N. Takaberry, 162 second cabin and 85 steerage.

#### The Nicaraguian Expedition.

(Special Correspondence of the Picayune.)

PUNTA ARENAS, OPPOSITE GREYTOWN, }  
Nov. 24, 1857.

**Editors Picayune.**—We landed at this point this morning about seven o'clock, being eleven days from Mobile Bay. You are doubtless apprised of the fact that Gen. Walker was detained in that bay by the detention of the steamer Fashion, which was to carry him and his fellow "emigrants" to this point. This detention was owing to several causes. First was the difficulty to procure funds to man the steamer. They were easily engaged, but would not stay engaged. Those who finally shipped, were only kept on board by staving sentinels to prevent them from leaving the vessel. Owing to this difficulty the Fashion did not leave New Orleans until the morning of the 11th, when she was expected to leave the night previous. After she did leave, she had not proceeded more than five or six miles down the river, before she was run into the bank, where she stuck, until boats could be procured to pull her off. When near the mouth, she was run into by another vessel. It was after night when she got down to the mouth, and the captain considering it dangerous to attempt to go over the bar, anchor was cast. After crossing the bar, the next morning, instead of entering for Mobile Bay she was run off to the Pensacola light-house. Owing to these delays and accidents she did not get into the Bay until about noon on the 13th. Being heavily laden, provision being on board for four hundred men for ninety days, it was deemed advisable to relieve her of a part of her cargo. For this purpose both the Fashion and Keys were run up into Catfish Bend, where several hundred barrels of commissary stores were transferred to the latter. This was not effected until some time in the night, consequently the Fashion did not leave her anchorage until the morning of the 14th.

After getting under way, there was, fortunately, no more lets or hindrances. The revenue cutter having spoken, the Fashion as she came into the Bay, the day previous, was content to let her pass out without further notice. It would have made but slight difference had the revenue officers boarded the Fashion, as her papers were all in shipshape, bearing the "emigrants." The cutter passed up the Bay as the Fashion passed out.

As soon as the steamer was fairly out to sea, and beyond the Government vigils, a battalion was formed, composed of four companies, containing forty-three men each, rank and file, Col. Thos. Henry and Lieut. S. T. Tucker, commanding. The companies were officered as follows, to-wit: Company A, S. D. McChesney, Captain; D. Waters, and S. W. Gilkey, Lieutenants. Company B, H. C. Cook, Captain; F. McMullen and W. S. West, Lieutenants. Company C, Dudley T. McMichael, Captain; F. Belcher and W. H. Hunter, Lieutenants. Company D, R. G. Stokely, Captain; J. K. Hoskins and G. W. Carroll, Lieutenants.

Col. Don Bruno Natanzar is Commissary General, Capt. B. F. Whittier Acting Quartermaster, Lieut. Col. Swingle commanding ordinance, Dr. J. Kellum Acting Surgeon General, Assistants, Drs. Calzhan, of Philadelphia, M. Thum, Louisville, Ky., John Henley, Mar. freeholder, Tenn., G. M. Holt, Bedford county, Tenn., Dr. R. B. Greenlee, Lexington, Va., Jethro Jackson, Woodford county, Va., J. Brucke McDowell, St. Louis, Mo., J. J. Scott, Augusta, Ga., Callaghan, McDowell and Scott, of the medical staff, did not accompany the first division of the army of Nicaragua. It is stated that Col. McDowell, who was formerly agent of the Transit Company, is to be Minister of Hacienda, vice Col. W. K. Rogers, resigned. The latter gentleman accompanies the expedition. Being on active, energetic business now, his services cannot well be dispensed with. Brig. Gen. C. C. Hornsby and Col. Frank Anderson are with Gen. Walker. The entire force is about two hundred. This may be considered rather small to effect a landing upon a hostile shore, but it is more reliable, being mostly good and determined men, than twice the number would be who had only been led to join the expedition under excitement. And if Gen. Walker succeeds in seizing any of the river boats, the first intelligence you receive of his operations will be that he has opened the river to the lake.

As soon as the battalion was formed, Col. Henry introduced the routine of camp duty, such as making details of men, and posting sentinels at various points on the steamer. On Monday, 16th, Lieut. Col. Swingle had men detailed, and set to work moulding bullets and making cartridges. Capt. Whittier, of the Quartermaster's Department, was equally as actively employed in fitting the men out with belts, cartridge and cap boxes. On the 17th, guns—Mississippi rifles and Minie rifles, were issued to the companies, and after that the Fashion presented the appearance of a floating garrison.

Nothing of importance occurred up to the morning of the 21st, when the tiller broke, leaving us at the mercy of the wind and waves for several hours. As there was a pretty stiff breeze blowing at the time, our situation was somewhat perilous. Fortunately, but few knew the danger to which they were exposed. Many had serious doubts as to the safety of the Fashion, on first getting on board; but she has carried us all through so safely, that none who came out on her would hesitate to embark on her again. The only objection to her now, is lack of speed.

All were anxious to get to land, and with the hope of getting a sight of Corn Island, several remained up till after 12 o'clock on the night of the 23rd. We passed it about 3 in the morning. Between 3 and 9 on the morning of the 24th, we came in sight of land. Orders were then issued for all those unattached to arm themselves. This led to the belief that we were to be taken directly to Greytown. About half-past 12 we came in sight of Punta Arenas. This was evidently unintentional, as we immediately changed our course and run off to the eastward. We ran down the shore to the mouth of the Colorado, a branch of the San Juan which we reached a little after 3. Without anchoring, three boats were lowered, into which Capt. McMichael's company was ordered, under command of Col. Frank Anderson. Dr. John Henley went as Surgeon and Capt. J. S. West as Commissary. The whole command numbered forty-five men, and was sent up to intercept the river boats, if any of them should chance to be at Greytown and attempt to escape, on seeing the steamer entering that port. During the launching of the boats and the embarkation of the men, the steamer drifted out some distance to sea. Lines were made fast to the boats and they were towed in as near the mouth as it

was safe for the steamer to run. By half-past 5, the boats were safely in the mouth of the river. It was supposed they would have to row about fifteen or eighteen miles; but it has since been ascertained that the distance is thirty-five. If this be the case, the boats did not reach the San Juan in time to intercept the courier started here last evening. But he had no definite information, as it was only supposed that Gen. Walker was on board. As soon as the boat was fairly on the river, the steamer set out to beat down the shore until 11 o'clock at night, when she was to run into Greytown. But before that hour arrived it became too dark for her to run in, consequently she had to boat about until this morning, 26th. As soon as it was light enough to ascertain our whereabouts, we steered for the harbor of Greytown.

**Wednesday, Nov. 25, 1857.**—About 7 o'clock this morning the Fashion ran alongside of the old hulk lying at Punta Arenas. Capt. J. N. Scott, former agent of the Transit Company, was on the hulk, and notified the captain of the Fashion not to throw out his line, as he would not be permitted to land. His notification was not heeded. Gen. Walker was on the hulk before the steamer was made fast, and met Capt. Scott in a very cordial manner, which surprised those acquainted with the Captain's course after the Costa Ricans got possession of the river the second time.

We had scarcely made fast before a lieutenant came off from the Saratoga, which vessel we found lying in the harbor. The object was evidently to examine the Fashion's papers, and ascertain in what capacity she was sailing. The lieutenant went back to his vessel and soon returned. Capt. Scott went off with the officer of the Saratoga, and then went over to Greytown, doubtless to consult with the U. S. Commercial Agent. While he was absent, Gen. Walker's men were all ordered on shore, and took up their quarters in the buildings belonging to the Transit Company. The steamer was dropped alongside of a schooner which formerly belonged to Gen. Walker, for the purpose of transferring her cargo to that vessel. Before she had commenced discharging, an officer came off from the Saratoga, accompanied by Scott, and notified the captain of the Fashion not to put any freight on board of the schooner, as she was claimed by Capt. Scott as his private property, and also notified Gen. Walker that Scott had protested against his occupying the premises formerly belonging to the Transit Company, for which he claimed to be the agent.

Gen. Walker claimed the schooner as his property, while Scott contended that he held that vessel by virtue of a bill of sale from the General. Rather than have any conflict with the United States authorities, Gen. Walker abandoned the schooner and removed his troops from the premises claimed by Scott, and held under the protection of the British Government. The Captain only claims American protection when no British vessel is in port. Why the United States authorities should respect his claim to their protection, is somewhat surprising to those who were denied that protection, on the ground that they had forfeited that right by engaging in the revolutionary struggle of a foreign nation. Capt. Scott has done this to equally as great an extent as any of those who were enrolled under the Democratic banner of Nicaragua. He professes to be friendly to the cause, and wishes Gen. Walker success, and says he is willing to do all in his power to assist him, but he is the agent of the Transit Company, which will hold him responsible for the property left in his charge. Besides, the property is all that he has to indemnify him for what is due him by the Company. So far as the Company's interests are concerned, their property would be as safe, if not more so, in the hands of Gen. Walker as in those of Capt. Scott. Judging from the change in the appearance of things since last June he is making way with every thing moveable, for which he can find a market.

Quarters were obtained for the men and houses for storing provisions, arms and ammunition, on the Point, outside of Capt. Scott's dominions. On the afternoon of the 25th, the work of getting ashore the supplies was commenced and continued until the afternoon of the 26th, when it was completed.

On the 25th, a convention was held in Greytown, for the purpose of remodeling their municipal government. The main object of this convention is understood to be to get rid of Martin, the present Mayor, who has made himself objectionable to the inhabitants. The result of the convention's deliberations I have not learned.

I omitted to mention in the proper order that the commander of the Saratoga, Capt. Chafard, requested Gen. Walker to restrain his men from visiting Greytown. This was a rather strange request, considering the fact that Costa Rica has been permitted to keep an armed force in that place. If it is claimed that Greytown is a neutral port, why is Costa Rica not required to respect that neutrality? Is it because our Government is more partial to the people of any other nation than their own? Facts would seem to warrant such a suspicion. The course pursued by the officer of the Saratoga has by no means elevated him in the estimation of the Americans here. He has acted without instructions.

**Saturday, Nov. 28.**—Since the 25th, nothing of importance has transpired. The natives in Greytown are still in a considerable state of uneasiness, not knowing exactly what course Gen. Walker will pursue towards them. If the Saratoga was to leave, I am of opinion there would be a pretty general stampede from that place. The small Costa Rican force stationed there has been withdrawn.

On the evening of the 26th, a small party came down from the command up the river, after provisions. They report that they were twenty-three hours in rowing up the Colorado, the rain falling in torrents most of the time. They took possession, or rather position on Leche's, formerly Kirkland's Island, which gave them entire control of the river. At the mouth of the Colorado Col. Anderson took five natives prisoners, and used them as pilots in going up. This party returned on the 27th, taking with them supplies for the command for twelve days.

Headquarters present a rather camp-like appearance. Some of the troops are stationed down on the point below Scott's limits, and the majority above, being scattered over territory a mile and a half in extent, having sentinels posted along at short intervals. Lieut. Col. Swingle is busily engaged preparing ammunition. Capt. Whittier, Acting Quartermaster, is equally active in his department. Col. Henry, commander of the fort, has introduced rigid discipline, which, I am pleased to see, having seen the baneful influence of a laxity of discipline in camp.

This morning Col. Rogers and Capt. Fayssoix went across the harbor on a hunting expedition, along the shore, and were fired into a short distance above Greytown, it is supposed by the Costa Ricans, who are encamped in that vicinity.

Mr. John Tabor went over to Greytown on the 26th for the purpose of negotiating for a press held or owned by a man named Woods; but failed, Woods refusing to hire it on any terms, and would only sell for \$1,000, cash in hand. Tabor and Woods had some rather plain talk, and after the former left, the latter came to the conclusion that his property was in danger, and it is rumored that he raised a company of Jamaica negroes for its protection, and posted off to the Saratoga to notify its commander of the contemplated forcible seizure. I do not know that this is true, but it given us a fact, as having created many hearty laughs in camp.

At present it is difficult to say when we shall leave here. That will depend upon the arrival of Gen. Henningsen. We have no boats to ascend the river with, except row boats. To attempt to ascend with any number of men, will be a tedious affair. At present we have no artillery. The guns left with Scott are under the protection of the Saratoga's guns; consequently we shall be unable to attempt taking Castillo until we get artillery. **MONROE.**

**The Nicaraguian and Costa Rican War.**  
P. S. I neglected to state that a bitter warfare is now waging on the lake between Col. Cauty, who is in command of the Costa Rican forces, and the forces of Nicaragua. Cauty undertook to starve the troops of Nicaragua out of Fort San Carlos.

For this purpose he placed one of the lake steamers in the river, this side of that fort, and another on the lake. The latter he is in command of. By this disposition of his forces and steamers he expected to cut off all supplies from San Carlos. He calculated without his boat.

In the first place he did not calculate on having the whole disposable force of Nicaragua arrayed against him, and that he could very easily be cut off from all communication with Costa Rica, in which event he would have to rely solely upon the force then with him, and that his supplies would have to be drawn from Nicaragua. While on the river, he had drawn so heavily upon Clontates for cattle, not only for his troops, but to pay off debts contracted at Greytown in the name of Costa Rica, that they refused longer to be plundered.

To prevent his forays into that Department, a constant watch is kept upon his movements, and he is prevented from sending out foraging parties. This has

cut off his main resource for supplies. A few days since Cauty attempted to land at Granada with a flag of truce, but he had scarcely got into his launch when he was fired into, and compelled to haul off in a hurry. He afterwards sent two boats ashore with a force to drive the Nicaraguan troops from Portuguez, the most accessible point from Costa Rica.

His party was defeated and his boats captured. From this it will be seen that Gen. Cauty is completely hemmed in on the lake--caught in his own trap--and has no place or point from which to draw supplies, except Ometenee, where they are but limited. The Nicaraguans have not been idle in the meantime. They have constructed a good road from Fort San Carlos to San Mequilito, on the lake shore, which enables them to keep the fort well supplied.

All the river boats are up above Castillo Rapids. The Costa Ricans are in possession of Castillo, and amuse themselves every Sunday by fighting sham battles, one side representing Gen. Walker. The General is defeated in every engagement, yet comes out his adversary each successive Sabbath. I doubt not they will find a real battle, resulting wholly different from their sham ones.