

ARRIVAL OF THE ORIZABA AND EMPIRE CITY.

HIGHLY IMPORTANT FROM CENTRAL AMERICA

Interesting Correspondence between the British Government and Costa Rica.

THE DEFEAT OF SCHLESSINGER AT SANTA RUIZ

Movements of Walker's Army.

SECOND BLOODY BATTLE OF RIVAS.

SIX HUNDRED COSTA RICANS KILLED.

LIST OF AMERICANS KILLED, WOUNDED AND MISSING.

Shocking Brutality of the Costa Ricans.

WALKER'S FUTURE MOVEMENTS.

Murder of American Citizens.

Proclamation of Mora, and War Cry of Costa Rica.

DESERTION OF SCHLESSINGER.

HONDURAS AND SAN SALVADOR IN FAVOR OF PEACE

BATTLE OF SERIQUIPI, VIRGEN BAY,

&c., &c., &c.

The steamship Orizaba, Capt. Tinklepaugh, from San Juan del Norte evening of the 21st inst., via Key West, where she touched for coal, arrived at this port on Tuesday evening.

The news by this arrival is of the first importance, and we give full details of it annexed.

Among the passengers by the Orizaba was Major Heiss, the well known politician and editor.

Purser Hatch will please accept our acknowledgments for the prompt delivery of our parcels.

The English frigate Euridyce, Capt. Tarleton, was the only vessel in the harbor of San Juan, and her boats were constantly on duty, watching the movements of the Americans. Passengers who came down the river in the steamer were prohibited by them from going on shore.

The Orizaba was detained at Key West eighteen hours on the 26th, taking in coal.

April 24, lat. 23 20, lon. 83 33, signalized a bark showing French flag and letter O in private signal, standing N.

April 27, Cape Florida N. N. W. twelve miles, signalized ship Martha J. Ward, standing N.

Our Special Correspondence.

STEARNS ORIZABA, AT SEA, April 24, 1856.

The matters of interest which have transpired in Nicaragua up to the departure of the steamer from Granada, on the 19th inst., are of the most exciting character. First, we have the correspondence of the British government with the government of Costa Rica, showing the friendly feeling of the former, and their genuine sympathy, by a contribution of two thousand stand of arms. This correspondence was taken from a courier despatched from the British mail steamer to the Costa Rican government, and was subsequently handed over to the American Minister at Granada, who despatched the same to the government of the United States, on the 25th ult., by a bearer of despatches. While the government of the United States is throwing every obstacle in the way of its citizens emigrating to Central America, and confiscating their arms whenever occasion occurs, the British government, it seems, are furnishing arms by thousands to Costa Rica to drive all Americans out of that country, and the war cry is—"Death to all who may be taken!"

Next, we have an account of the march of Colonel Schlessinger to Costa Rica—his complete route, and his subsequent desertion from Granada while on trial by a court martial.

Then comes the occupation of Rivas, Virgen Bay and San Juan del Sur by 3,000 Costa Ricans, the murder of a large number of American citizens at Virgen Bay, and the second battle of Rivas, between Gen. Walker's troops and the Costa Ricans, in which the latter lost at least seven hundred killed and wounded, while the American loss, in killed, wounded and missing, is not over eighty. These stirring events will excite great interest throughout the Union; and to commence, we will give the correspondence alluded to between Great Britain and Costa Rica. The first letter is from the Foreign Office of the former government to E. Wallerstein, the Consul General of Costa Rica; and the other letters are addressed, one officially, to the Minister of Foreign Relations of Costa Rica, and the other, as a private letter, to the President of the republic:—

IMPORTANT CORRESPONDENCE.

[Copied from the original.]

FOREIGN OFFICE, Feb. 9, 1856.

I am directed by the Earl of Clarendon to acquaint you that, having referred to the War Department your letter of the 12th ult., requesting that a small supply of arms may be furnished to the government of Costa Rica, his lordship has been informed by that Department, in reply, that 2,000 smooth bore muskets (rifled), which are not so highly finished as the line pattern muskets of 1842, can be supplied for this service at £1 5s. each, or if it should be preferred, 2,000 of the line pattern muskets of 1842 can be furnished at 56s. 6d. each.

As soon as Lord Clarendon is informed by you of the species of arms which you decide upon, he will communicate further with the War Department, and request that the arms may be placed at your disposal. I have the honor to be, sir, your most obedient and humble servant. E. HAMMOND.

To E. WALLERSTEIN, Esq. &c. &c. &c.

[Translated from the original.]

No. 19. LONDON, Feb. 19, 1856. Sir—In reference to my note of 16th of last month, marked No. 4, in which I communicated to your Excellency that in the interview with Lord Clarendon, I had begged of him to favor our government with a loan of 2,000 muskets, I now take great pleasure to inform your Excellency that, on the 9th inst., I was advised by the Secretary of Foreign Relations that Lord Clarendon, having consulted with the Minister of War in regard to my request, I received the information that 2,000 muskets could be obtained at the price of 2ls., or 2,000 at 56s. 6d. for that service, as soon as I informed his lordship which of the two kinds would suit me. He will give orders that the 2,000 may be placed at my disposal for the use of the republic of Costa Rica. I have not yet replied to that communication, but I have written a private letter to said secretary, entreating him to send me an order to examine the two kinds of arms. After seeing them I will still consider if it is convenient to take them without positive instructions from his Excellency the President; but in the meantime I am persuaded his Excellency will see the promptness with which the government of her Britannic Majesty has complied with my request is a very strong demonstration of her sympathy and good will towards that republic. Nothing is said, it is true, in the Minister's letter about the time the money should be paid; it shows that that is left for the republic to determine. I enclose herein a copy of the letter mentioned, and I take this opportunity to repeat myself your Excellency's most obedient servant, E. WALLERSTEIN.

To his Excellency Sr Don DOMINGO CASTRO Minister of Relation of the republic of Costa Rica, San Jose.

[Translated from the original.]

LONDON, Feb. 16, 1856

Sir Don JUAN RAFAEL MORA, San Jose de Costa Rica. Much esteemed sir and friend—the mail which brings the correspondence of January 1st, from Costa Rica, has not arrived, and in consequence I have nothing to say to you in regard to mercantile business. As to public matters, you will please to refer to my communications, of to day, to the effect. By this you will see that the government is willing to put 2,000 muskets at my disposal for the service of the republic of Costa Rica. Nothing is said in the note about the time of payment. However, I have made up my mind to take them previous to receiving instructions from you, or which of the two kinds of arms to take in case I should take them previous to your being able to write upon the subject. I will send them in the month of March, if a vessel sails for Punta Arenas without further orders from you. I have not yet replied officially to Lord Clarendon to offer him my most sincere thanks in my own name and that of the public for his manifestation of sympathy and friendliness to Costa Rica; and though the affair emanates from Lord Clarendon spoke to me when I said him farewell, when at last I me to believe he would not refuse the muskets. I will not say the pleasure I felt on the receipt of Mr. Hammond's letter. I could not sleep at all that night. I sent a note to Lord Clarendon, conveying my thanks, and that I intended to return to him to send my thanks from the War Department to examine the two kinds of muskets, and to ascertain which I should take for the republic. All this is very good, but I don't like the intelligence of Mr. Hammond's letter. It seems Walker is establishing himself, day after day, every day. I cannot understand how the other side can take themselves from the harassing and cruel war. I have letters from Granada and San Juan which request me to request from the government to send me and money; but what can I do for them? I have no power to do more than exert to help them. When I was at the Lord Clarendon that he said he had an army of 8,000 men on the frontier of Nicaragua, and that he was with power, and said "that was a right statement" and I am persuaded that his having made that intimation would be regarded as giving the republic the question of peace between the country and the United States are very important. But there will be no war, for this reason, that the countries in the same republic observe that although the United States do not prevent any work on the subject, they are determined to punish the Yorkers very severely for the least threat to the national honor. To the eyes of the whole world—of this country in particular—a war between the two nations would be one of the worst of evils; but to Central America the case would be very

that the officers of the British frigate were seizing all the Transit Company's boats as they descended the river—that they intended to blockade it, and permit no person hereafter destined for Nicaragua to ascend. The crew of the British frigate immediately surrounded the transit steamer, on its arrival at San Juan, and kept a close watch on the movements of the passengers. They also remained hovering about the *Onzaba* until her departure. Will not our government do some evidence of a disposition to protect its citizens by sending vessels of war to San Juan without delay?

The British government is never without a frigate at this place, where the American flag seldom floats there, except at the peak of a merchantman. It seems that our vessels of war are mostly used for yachting excursions of their officers; they only seek harbors where they can find amusements, viz.:—balls, parties, operas, and opportunities for a system of general dissipation. Havana is certainly a much more desirable place to quarter than San Juan.

PROCEEDINGS OF THE ACCESSORY TRANSIT COMPANY COMMISSION.

[From El Nicaraguense, April 12.]

The temporary removal of headquarters from this city to Rivas, and the recent stirring events connected with the movements of the army, have for a time interrupted the active operations of the Commissioners having in charge the affairs of the late Transit Company. Messrs. Alcen and Kewen arrived in town on Tuesday last, and will soon resume the sessions of the commission, and continue the same until the affairs of the company are finally disposed of. We learn that from present appearances, on a partial examination of the books of the late company, and from the testimony already elicited the amount due to this government, arising from the \$10,000 annual instalments, and the ten per cent quota upon the yearly net profits, will not fall far short of half a million dollars. It appears that the company commenced operations without the application of any or very little of its capital to the stocking of the route with boats, rocas, wharves &c., &c., and have applied all of its enormous receipts to these purposes, as well as to ruinous contracts with favorites, high salaries to employes and supernumerary officials—all of which diminished the ostensible receipts, and was, to the extent of the percentage, a robbery of this government. By this course, and the abandonment of its proper and legitimate business as a transit route for the more extended sphere of a through line from New York and New Orleans to San Francisco, and a systematic charge of every possible item of expense to the *Irishman*, the company have figured the route into a ruinous condition, placing all the profits to the credit of the ocean steamers. Very fortunately the few books left at the various agencies in this country show enough to enable the Commissioners to find the *Irishman* route extremely profitable, and to find also that nearly all of the operations of the company in the building of roads and docks here have been paid for from the receipts of the *Irishman*. We are further informed that the testimony in the hands of the commissioners affords some astounding developments of treasonable doings, when in Joseph L. White, Esq., counsel of the Nicaragua Transit Company, figures quite extensively in connection with Señor Marcoetta, Minister of the late Servile government to the United States. There is proof positive of the fitting out, arming and equipping of a body of men, over whom a son of the secretary of the Transit Company acted in the capacity of lieutenant colonel, who were brought into this country on the boats and at the expense of the company, and whose services, together with the use of a number of pieces of cannon, now on the steamer *La Virgen*, were offered by formal convention to the Servile or Chomorra! government. The correspondence of Mr. White with Judge Courtland Cushing, agent of the company at Virgie Bay, is also in the possession of the Commissioners, and exhibits fine specimens of that duplicity which has characterized the intercourse of the Transit Company with this government. Its tone runs through the entire gamut, from the deep base of haughty assurance and overbearing insolence to the soft and pliant notes of a whining suppliant. These matters will ere long see light in the report of the Commissioners, when the Accessory Transit Company will find that, although their conduct was necessarily unrebuked while this republic was struggling through that intestine war so happily terminated, yet now the day of retribution has come, and the inauguration of a new era in the annals of this land has been as signally marked by a speedy termination of the abuses of the Transit Company as by any event since the treaty which established the present firm and peaceful government. The new company of which Ed. Randolph, Esq., is the grantee, have arrangements made for the establishment of a new line of ocean steamers under their charter, and we are informed that the first steamers of the line have already left the Atlantic and Pacific ports of the United States and may soon be expected to arrive in this country. In our next issue we will be able to give information of the proceedings of the Commissioners so far as justifiable before their labors are completed. We know enough of the matter they have in charge, and of the character of the gentlemen in whose hands it now rests, to be assured that a thorough investigation will be had. Meanwhile we lister with complacency to the comments already made by our Atlantic contemporaries; they will soon discover that the entire powers of the Transit Company are a matter of grant from this government, and that to this government alone the Transit Company is responsible. The report of the commission will place things in a clear light, till when we withhold all strictures.