

# LATER FROM NICARAGUA.

## ARRIVAL OF THE JAMES ADGER.

### WALKER'S CASE HOPELESS.

#### HIS MEN DESERTING.

### THE RIVER IN COSTA RICAN CONTROL.

The steamship James Adger, Capt. L. M. Murray, from San Juan de Nicaragua, arrived this morning at 12 o'clock, with 180 passengers, chiefly from San Francisco. The James Adger arrived out at San Juan on the 9th. Finding the river in the hands of the Costa Ricans, the 40 men she took out for Walker were landed at Punta Arenas, and she proceeded to Aspinwall the California passengers.

She left Aspinwall on her return Jan. 11, and went into San Juan for the passengers for New-York. She left San Juan on the 13th, and stopped at Key West for coal on the 17th. About noon of the 18th, when she was nearly ready for sea, it began to blow hard from the north-west, and on account of lying at the end of the pier, broadside to the sea and the wind, and there being no buoy, it was impossible to get her off. On the morning of Jan. 19, the wind had so far abated as to allow her head to be got off, and she left the harbor after a detention of 32 hours. She brings no freight nor specie.

Chokra had entirely disappeared on the Isthmus. There was little sickness and no death on the James Adger. Left at Aspinwall, the U. S. sloop-of-war Cyane; at San Juan, the American bark Gen. Hubbert, English steamer Trent, and six English vessels of war (propellers), three of them gunboats. Capt. Tinklepaugh, of the Tennessee, went and returned in the James Adger as the agent of Morgan & Sons. Mr. Harris, of Morgan & Sons, joined the ship at San Juan, and remained with the passengers at Aspinwall, to make arrangements for their passage across to Panama and getting the steamer on the other side. The Sierra Nevada, which had been ordered to go to Panama in case of any obstruction of the Transit route, was daily expected.

Charles Morgan & Sons have borne all the extra expense of this voyage, both for the passengers out and back, boarding them at Aspinwall and at Aspinwall, and paying all the expenses of their passage to Panama, so that none have suffered any inconvenience beyond a few days' delay, which resulted from the accident to the Tennessee, and the seizure of the river and boats by the Costa Ricans.

The Purser of the James Adger states that from reliable sources he learns that Gen. Walker is in better condition than ever, having 1,200 able bodied men with him at Rivas, well supplied with provisions and ammunition. At Point Arenas Col. Longridge has 300 men, and waits only the completion of a steamer, which was to be ready on the 17th, to go up the river and retake Castillo and San Carlos, and reopen the entire Transit route.

The James Adger experienced strong head winds and heavy sea, almost without interruption, from San Juan to New-York. On the 23d, between lat. 37° and 39°, passed through fifty miles of field ice. The fields were so large at 38° 30' as to oblige the steamer to be steered to the eastward to clear them. At that time, saw a bark blocked up in the ice, name unknown.

#### WALKER ON THE VERGE OF RUIN.

The following is given by a passenger in the James Adger:

We left San Juan del Sur, January 2, and arrived same evening at Virgin Bay and took steamer San Carlos for Castillo Rapido. Before arriving at the Rapido, a steamer with an American flag flying came along side, when we discovered that she was filled with armed Costa Ricans.

The boat carried four guns. The Commander, Spencer, told us that we would not be molested, if we did not attempt to aid Walker and his men; but if we made any disturbance or resistance, they would blow us up at once, as they had a slow match set to the magazine for that purpose.

They escorted us down through the country to Greytown, where they huddled us and our baggage ashore and then left with their boat. Gen. Mora, President of Costa Rica, had issued a proclamation to the effect that all of Walker's men who wanted to leave might desert him, and they would get a free pass port to leave the country unmolested.

They were deserting as fast as possible, escaping from Punta Arenas to Greytown. Nearly fifty had deserted. Some went to New Orleans, others came here. Walker is in a hopeless condition, and the next news from him will be that he is slaughtered. All who can are leaving him at every opportunity.

#### ACCOUNT OF MR. MITCHELL.

From Mr. John G. Mitchell, of Sacramento, our reporter obtained the following facts:

One hundred and thirty nine passengers from California arrived at San Juan del Sur and took passage in omnibuses, in which they reached Virgin Bay. Here they were transferred to the steamer San Carlos, in which they crossed the lake and proceeded down the river. During the transit across the Isthmus the number of passengers was increased by a hundred, among whom were several officers and privates of the Nicaraguan army.

Up to the time of their reaching Fort San Carlos, a few miles from the lake, on the San Juan River, the passengers had no intimation that there was any difficulty attending the transit. As they passed Fort San Carlos they discovered the American and Nicaraguan flags floating from the fort. Here they were hailed by Mr. Spencer, who asked them to stop, as he had something to communicate.

The steamer stopped and Spencer came on board and made his business known. He informed the officers of the boat and the passengers that Com. Vanderbilt had taken possession of the route and had seized all the transit steamers, and that there was no possibility of the passengers going through unless they submitted to the authority then in power.

He seized the boat in behalf of Vanderbilt, and promised all a safe passage across the Isthmus, provided they would not attempt to resist, but would remain neutral; and this was extended to the Nicaraguans as well as the California passengers. Spencer stated that 1,500 Costa Ricans were stationed along the route, 500 at Fort San Carlos, and 1,000 at other points, which he spoke of as being well conditioned and as ably commanded as the armies of Europe.

Mr. Mitchell states, however, that at no time did he see to exceed fifty Costa Ricans, and they were extremely ragged. The passengers submitted to Spencer, and they proceeded on their route. They were transferred several times from one steamer to another before they reached Greytown. Here the steamer was boarded by the officers of one of the four British men-of-war lying at San Juan, who ordered the baggage of passengers to be put off as hurriedly as possible, which order was executed without any discrimination or care, in many instances injuring the baggage very materially, while a heavy rain-storm increased the damage.

After lying four days at Greytown the steamship Texas arrived, the officers of which offered to take the passengers to New-Orleans and thence ship them to New-York by another steamer. The offer was accepted, but in going out they met the James Adger coming in. Arrangements were made to return with the New-York passengers to Greytown, and leave them there to take passage in the James Adger on her return from Aspinwall, which they did two days afterward.

From the accounts Mr. Mitchell gathered, Walker was at Rivas with 1,200 men, some of whom were reported to be in a sickly condition. Some of the Nicaraguans who returned on the Adger are suffering more or less, but most of them seemed in excellent spirits, and reported such to be the feelings of Walker and his army. They believed that the reverses that

Walker had sustained he would be able to repair in a very short time.

The men who were sent out by the Texas from New-Orleans were at Greytown, fitting up a small steamer to ascend the river, retake the points in possession of Spencer and the Costa Ricans, and join Walker. One young man, with whom Mr. Mitchell was formerly acquainted in the States, but who belonged to Walker's army, announced it privately as his intention, when the San Carlos was seized, to return, cross the Lake in a small boat, and inform Walker of the seizure of the boats by Vanderbilt and the Costa Ricans.

Of this fact Walker was still uninformed. Spencer, on their way down the river, was very loquacious, and boasted much of the feat he had accomplished in seizing the boats. He told Mr. Mitchell that the whole seizure had been made without the shedding of any American blood; this fact, Mr. Mitchell learned, was not true, as he heard of several Americans who were killed. He took possession of the San Carlos, in the name of the Costa Ricans, as a prize of war, informing the passengers that he should hold them as prisoners of war if they made any opposition.

#### STATEMENT OF ANOTHER PASSENGER.

We left San Francisco December 20, on board of the Sierra Nevada. At the time of our departure from San Francisco we were led to believe that there would be no difficulty in crossing by the Nicaragua route, and there was every reason to anticipate a rapid trip to this city. On reaching Lake Nicaragua we embarked on board the steamer San Carlos, but had only proceeded about five miles this side of Fort San Carlos before a river steamer, which had been lying concealed behind a point of land, made her appearance, with a force of about sixty men on board, all armed to the teeth; while there were two field-pieces on board of the steamer.

We were ordered to congregate; whereupon an officer, whose name was said to be Spencer, an agent of Vanderbilt, told us that he had 1,000 men at San Carlos, and was in possession of all the other steamers and vessels lately owned by Walker, therefore any resistance on our part would be useless; that if we chose to place ourselves under his protection we should be safely conveyed to Greytown; whereupon we left the steamer San Carlos and went on board the Costa Rican steamer, in which we were conveyed to Greytown as promised us. The steamer San Carlos, which is a lake steamer, was left at a place called Terre.

On reaching Greytown we went ashore and remained about three days, awaiting a conveyance to the States when the Texas, from New-Orleans, came in, and we arranged to come on by that steamer, and left by her; but we had got but a short distance before we met the steamer James Adger from New-York. The Texas then returned to Greytown to afford those wishing to come to New-York by her a chance of doing so. After a further delay in Greytown during the absence of the James Adger to and from Aspinwall, we found much difficulty in procuring enough to eat.

President Mora of the Costa Rican Government having issued a proclamation granting a pardon to such as had come out to fight for Walker, and a free passage back to the States, a great many of Walker's officers and men returned with us; and all of them told hard stories of their sufferings from hunger and sickness; that no care was taken of them while sick, and that those who had been comparatively favored with anything like health, had fared badly in other respects, as all they got for their services was scrip, only worth \$5 per \$100; that the Costa Ricans had entirely cut off all communication on this side, and the condition of Walker was therefore considered very deplorable. Walker was represented to be at Rivas, inactive; and his force at various points held by him was estimated at one thousand men.

About 250 recruits that went out from here by the Texas from New Orleans, were said to be at Point Arenas, trying to fit up a steamer in which to go up to join Walker, but their success was considered somewhat doubtful.

Among Walker's officers who returned with us to this city in the James Adger, was Col. Jones (who had been wounded by a shot from the Costa Ricans), and his lady.

#### ANOTHER STATEMENT.

Walker's troops at San Juan del Sur are in a needy condition, and the accounts of his force are generally very much exaggerated by the papers. He had possession of Granada, San Juan del Sur and Virgin Bay, and the river steamers, with Capt. Spencer, and he had been employed by Com. Vanderbilt, came up the river with a small body of men (Costa Ricans) placed in his hands by Gen. Mora, to aid Vanderbilt in recovering his property, which had been seized by Garrison and Walker.

He succeeded in capturing or retaking all the steamers on the river, and placing men aboard of them in the name of Vanderbilt. The manner in which Spencer managed this business speaks well for his capability, as he fairly and fully out-generated the smartest of Walker's officers, Walker himself included. He took the passengers out of the boats on the river, and put them on board the one of which he himself was in command, and conveyed them to Greytown, where he landed them with their baggage, being aided by the British squadron, consisting of some six vessels of war—propellers and sailing ships.

The people in that country and all around are greatly prejudiced against Walker, and every one who has the welfare of young men at heart will use all his influence to prevent them from being baited by the lures held out for them under Walker. Nothing but the most abject misery and certain disappointment awaits all who go there upon their arrival.

Walker is now in a precarious position. He is at Rivas, about nine miles above Virgin Bay, and has with him about 600 men.

#### ACCOUNT OF ONE WHO WAS "THERE."

The day before the one fixed for the departure of the steamship Sierra Nevada from San Francisco, news was received there by the steamer Orizaba that there was considerable fighting on the Nicaragua route, and that it would be unsafe to go that way; but about 400 passengers had already secured their passage on board the Sierra Nevada, and there appearing no chance of getting our money back, and inasmuch as the steamship company promised us in case of there being any hazard in crossing by the Lake route to take us down to Panama and send us through that way, we resolved to take our chances and defend ourselves as best we could if necessary—most of us being pretty well provided with revolvers or Bowie-knives. We accordingly left San Francisco on the 21st of December (one day later than the regular day), and arrived at San Juan del Sur on the 2d of January. From San Juan to Virgin Bay we were conveyed, or rather our baggage was conveyed, in hard-looking vehicles drawn by diminutive mules, so poor and feeble that it was found necessary for the passengers to get out and push the coaches up every hill, big or little, we came to. The passengers only got a chance of riding down hill or on a dead level, so that the journey of twelve miles occupied no less than eight hours. At Virgin Bay we embarked on board the steamer San Carlos, in which we crossed Lake Nicaragua, and arrived at the mouth of the river San Juan, where the Fort San Carlos is situated, without any thing of particular interest transpiring; but after passing Fort San Carlos, a couple of miles, we discovered a steamer (which we supposed to be the one we were looking out for to convey us on the river), and, being hailed from it, our captain ran the San Carlos alongside, whereupon a person said to be Mr. Spencer, either acting as captain of the steamer or agent of some party, said he had taken all the boats of the Walker party, and he was going to take ours; but if we would give ourselves up, without any trouble, there should be no one hurt; that we should all be safely conveyed to Greytown; and, on the other hand, if we should attempt to offer resistance, he would at once open fire upon the boat and sink us, for he was bound to take us some way or other. The Costa Rican steamer had on board two or three field pieces, and from seventy to one hundred soldiers, well armed. After some words between the officers of our boat and Mr. Spencer, we surrendered





to Punta Arenas, and upon arrival two armed boats from the Coesack came opposite the Point, and also a boat containing Capt. Wood, of her Majesty's ship Intrepid, who stated the object of the visit by the aforementioned armed boats.

The deponent furthermore asserts that he has always been led to believe by the repeated assertions of her Majesty's naval officers, from time to time in command of the harbor, that no armed force would ever under any circumstances be permitted to take possession of either Punta Arenas or Greytown. Capt. Jarleton, of her British Majesty's ship Eurydice, did frequently, between the months of January and June, 1856, assume the agent of the aforesaid steamers at Punta Arenas, Mr. Joseph N. Scott, and also this deponent, that we need not at any time fear incursions from any party, that he had instructions from his Government to prevent any power from landing an armed force on either side of this harbor, and that the residents of Punta Arenas should not be interfered with in any way.

Therefore, under such assertions and assurances, the residents of Punta Arenas did not apprehend that their property could be taken from them as heretofore stated, never having had the slightest notice that such protection had been removed. Therefore, the deponent doth averly believe that the English forces in the harbor were aware that Costa Rica intended to make the seizure they did on the day herein named.

ALEX. C. HURCHINSON.

Subscribed and sworn before me, B. Squire Cotrell, Commercial Agent of the United States, this eighth day of January, 1857.

B. SQUIRE COTRELL, U. S. Consular Agent.

MR. HARRIS'S PROTEST.

COMMERCIAL AGENCY, U. S. A., SAN JUAN DEL NORTE.  
By this public instrument of protest, by it known unto all men, that on the seventh day of January, in the year of our Lord one thousand eight hundred and fifty-seven, personally appeared before me, B. Squire Cotrell, Commercial Agent of the United States of America, J. C. Harris, in behalf of the firm of Charles Morgan & Sons of New-York, in the United States, being himself a partner in the above firm, who, being duly sworn, did solemnly and truly depose and say: That on the third day of January, A. D. 1857 (eighteen hundred and fifty seven), the steamer San Carlos, with about three hundred and fifty (350) passengers, more or less, including this deponent, started from the wharf at Virgin Bay to cross the Lake Nicaragua, in the prosecution of her lawful business of transporting passengers on their way to the United States; that the steamer arrived near Fort San Carlos, situated at the upper entrance of the San Juan river, about 7 o'clock a. m. of the same day, when her engine was stopped, and a boat from the fort put off and came alongside with two white men on board, who announced that the steamer Ogden was waiting down the river to take off our passengers and carry them to Castillo; that the steamer San Carlos then proceeded past the fort into the river San Juan about half a mile, when the steamer Ogden, with the American flag flying and none other, came abreast of our steamer, armed with a large force of Costa Ricans and two or three pieces of artillery under the command of one Spencer, who proclaimed that he had, with a Costa Rican force, seized and was in possession of all the steamers on the river, as also all the property on Punta Arenas, and that he had under his command 1,200 or 1,500 Costa Ricans; that he, the said Spencer, then demanded a peaceful surrender of the steamer San Carlos, on which terms he offered a free passage to the United States to all on board the said steamer, and asserted that unless such surrender was made, he, the said Spencer, should proceed to take possession by force of the said steamer San Carlos; that being unarmed, and the safety of the passengers (among whom were many women and children) being guaranteed, this deponent, as one of the owners of the property, instructed the captain of the said steamer to surrender, which was done; whereupon the said steamer Ogden came alongside of the steamer San Carlos, took off the passengers and baggage, Spencer meanwhile ordering the Costa Ricans to blow up the steamer and all on board should any resistance be made. And this deponent further declares, that no resistance or any efforts were afterward made to regain possession of the said steamer San Carlos, and that this deponent with the passengers were conveyed to San Juan del Norte, or Greytown, and there landed, that on our way down the river San Juan, Costa Rican troops were seen in parson at the defensible points, and that they were likewise in possession of all our lake and river steamers, and were forcibly detaining some of the employees of the Company, of which this deponent is a member, on board of the said steamers; that the said Spencer publicly announced that he was in command of all the Costa Rican troops on the river San Juan, and he showed deponent a copy of a letter addressed to the Commercial Agent of the United States at San Juan del Norte, or Greytown, by Capt. Erskine, senior captain of the British fleet lying in the harbor of San Juan del Norte, or Greytown, which read as follows, viz:

"ORION, OFF GREYTOWN, Dec. 21, 1856.

"SIR: I have the honor to acknowledge your letter of today's date requesting me to protect the property of Captain Joseph N. Scott, agent for Messrs. Charles Morgan & Sons, of New-York, from a forcible seizure by a force of Costa Ricans under command of Col. J. Fernandez.

"I beg to inform you, in reply, that I have taken steps, by landing a party of marines from one of Her Majesty's ships, to protect the persons and private property of Capt. Joseph Scott, his family, and all citizens of the United States of America, which the officer of the Costa Rican force now at Punta Arenas has also assured me shall not be placed in peril. To prevent all misapprehension I think it, however, right to state that the steamers and other property belonging to the Accessory Transit Company being at this moment the subject of a dispute between two different companies, the representatives of which are on the spot, and one of them authorizing the seizure, I do not feel justified in taking any steps which may affect the interests of either party. With respect to the participation of a force of Costa Ricans in the seizure and transfer of the steamers alluded to, I must observe that these steamers having been for some months past employed in embarking in this port and conveying to the parties with whom Costa Rica is now carrying on active hostilities men and munitions of war, it appears to me that, as a non-interferent, I am prohibited by the law of nations from preventing the execution of such an operation by a belligerent party.

"I am, Sir, your most obedient servant,

"JOHN ERSKINE, Captain and senior officer.

"B. SQUIRE COTRELL, esq., United States Commercial Agent, Greytown."

And this deponent further says: That on his arrival at this port an English man-of-war's boat came alongside of the steamer Scott, on which himself and the passengers were brought, with a naval officer, who gave notice that the officer in command of the British fleet would permit no violence in the harbor; whereupon Mr. J. C. McDonald (an agent of the owners of the property, then a prisoner in the hands of the Costa Rican force) made a request to be taken in the boat to the commander's ship, for the purpose of asking protection for himself and the property of C. Morgan & Sons, which request was refused; and the steamer then proceeded to the wharf at San Juan del Norte, or Greytown, and the passengers including the said McDonald and this deponent, were there landed.

And this deponent further says: That so soon as the said McDonald was set at liberty, he was sent by this deponent to Punta Arenas to make a demand upon Col. Lockridge, of the Nicaraguan army, to retake the steamer Scott and to deliver her to the said McDonald as agent, which demand the said McDonald made, and the said Col. Lockridge was preparing to retake the steamer aforesaid, but was prevented from doing so by British interference, as shown in Col. Lockridge's letter, a copy of which is here quoted as follows, viz:

"PUNTA ARENAS, Jan. 4, 1857.

"C. J. McDONALD, Esq., Agent for Morrison & Morgan of the City of New-York:

"SIR: I have to acknowledge the receipt of your note of this date, in which you demand that I deliver to you the steamer J. N. Scott, now in the hands of the Costa Rican Government, and at present lying in this port.

"In reply, I have to state that I have just received notice from the commander of the British fleet at this place, through Captain De Horsey, of the gunboat Victor, that he would not permit the landing of armed men upon either shore. Being thus restrained by a superior force, I regret to say that it is not in my power to comply with your demand. I have written the President of Nicaragua on the subject, and will inform you when I receive his instructions. Your obedient servant,

(Signed) "S. A. LOCKRIDGE,

"Col. Nicaraguan army and Com'dr of Punta Arenas."

And this deponent further says: That before the steamer J. N. Scott left the harbor to return up the river San Juan, the steamship Texas arrived from New-Orleans with men and arms on board for the protection of deponent's property at Punta Arenas, and that Mr. Mancosco, in charge of this party, stated such to be his business to Captain Cockburn, of the British ship-of-war Cassack; and that this deponent verily believes that either Col. Lockridge or Mr. Mancosco would have taken the said steamer J. N. Scott, but for the interference of the commander of the British squadron, who permitted a Costa Rican armed force to seize this deponent's property without interfering, and yet threatened an American force should an attempt be made with violence to regain the said American property; and moreover, this deponent verily believes that the seizure by Costa Ricans of American property was made while a knowledge of the intended attempt was had by the English squadron in this port, as the aforesaid Spencer with a force of Costa Ricans came down along side of the English war vessel Intrepid at about 2 o'clock a. m. of the 23d of December, 1856, with a Costa Rican officer called Col. Fernandez, went on board the Intrepid, and did not seize the steamers at Punta Arenas until about daylight of the same morning, when our agent at Punta Arenas was resting in the assured security induced by frequent assurances of the British forces that no force would be permitted by them to molest or interfere with him or the property under his charge; and the port being considered a neutral one, under British protection, no watch was subsequently kept on Punta Arenas for defense, and the steamers Wheeler, Morgan, Machuca and Bulwer, lying at the usual anchorage in the harbor of San Juan del Norte, or Greytown, totally unarmed, with only a portion of their crews and having no provisions, merchandise or munitions of war on board.

Now, therefore, this deponent, for and in behalf of Messrs. Morgan & Sons, doth hereby publicly and solemnly protest against the Government of Costa Rica, and against the Government of Great Britain, and their proceedings, as above described and set forth,

for the seizure, and assistance in seizing, of the property herein before described, and for each and every act of injustice and outrage upon the aforesaid property, as well as of the rights and privileges of the said Charles Morgan & Sons, and will hold each of the said Governments aforesaid responsible for all losses, damages, costs, charges and interest, which are or may be occasioned by the acts of the aforesaid Governments, or their agents or representatives, to the aforesaid Charles Morgan & Sons.

J. C. HARRIS, for Charles Morgan & Sons.

Subscribed and sworn to by J. C. Harris, before me, the day and year next above written.

B. SQUIRE COTRELL, U. S. Commercial Agent.

COMMERCIAL AGENCY, U. S. A., SAN JUAN DEL NORTE.  
Before me, B. Squire Cotrell Commercial Agent of the United States for the above port, this day appeared John J. Hoff and Bedney F. McDonald, citizens of the State of California, who, being duly sworn, did depose and say: That they were passengers on board the steamer San Carlos, which left Virgin Bay on the third day of January, 1857, as described by J. C. Harris in his protest, which we each of us have heard read, and entirely concur in his statement as regards the seizure of the steamer, the presence of the armed force, the language and conduct of Spencer, the abuse of the American flag, and all and singular of the things mentioned up to the landing of the passengers at the wharf at San Juan del Norte, or Greytown.

JOHN J. HOFF,

BEDNEY F. McDONALD.

Subscribed and sworn before me this 8th day of January, A. D. 1857.

B. SQUIRE COTRELL,

United States Commercial Agent.

I, B. Squire Cotrell, do hereby certify that the foregoing is a true copy from the Book of Protests of this office.

In witness whereof I have hereunto set my hand and seal, this 8th day of January, A. D. 1857.

B. SQUIRE COTRELL, U. S. Commercial Agent.

## THE NEWS IN NEW-YORK.

AT THE NICARAGUAN HEADQUARTERS.

Early on Saturday afternoon, after the arrival of the James Adger, the St. Charles Saloon, corner of Broadway and Leonard street, the headquarters of the filibusters in New-York, was the scene of unusual excitement. Large numbers of persons came in to learn the situation and prospects of Walker and his men. Nearly all the prominent leaders of the filibuster movement were present, among whom our reporter noticed Gen. Ward B. Burnett, Judge Morton, Major George B. Hell and Captain Farnham. In the evening Captain Kruger, Sergeant McMann, Mr. Johnstone, Capt. Frank O'Keefe and others of Walker's men were engaged until a late hour in answering inquiries. Mr. McMann appeared in the dress which he wore in Nicaragua. It consisted of a brown woolen shirt and pants, a pair of sleeves, the remains of a white slouched hat, and brown poncho—made of a horse-blanket by cutting a hole through the middle for the head. These, our reporter learned, were the garments usually worn by Walker's men.

All represented Walker to be in a condition favorable to success, and so confident were Mr. McMann and Mr. Johnstone, that the recruits now at Punta Arenas would be able to regain possession of San Juan, if they have not already accomplished it, that they determined to leave to-day on their return to Nicaragua by the Tennessee. They believe that the number of Costa Ricans on the San Juan River does not exceed six or seven hundred, a force which they think can be overcome by 250 Americans without difficulty.

It was stated at the St. Charles last evening that eighty new recruits were to leave in the Tennessee to-day. Among those who were going out are Major Hall, Capt. Farnham, Mr. McMann, and Mr. Johnstone.