

reinforcements, or can escape, is by the Pacific ocean. Whatever has been sent, or whoever has gone for his aid, to San Juan de Nicaragua, must be reshaped to Aspinwall, cross the Isthmus to Panama, and take the chances of means of transit along the coast to Rivas or San Juan del Sur, and the further chance of finding the communication open when that place is reached.

ARRIVAL of the TENNESSEE.

THE NEWS BY THE ISABEL CONFIRMED.

FAILURE OF Capt. Lockridge's Expedition.

DISBANDING OF RECRUITS.

EXPLOSION AND LOSS OF LIFE.

The steamship Tennessee, Capt. Patterson, from Aspinwall, arrived at New York yesterday morning, bringing intelligence from Aspinwall to the evening of April 4, and papers of that date. For correspondence, papers and information we are indebted to the purser of the Tennessee.

The Tennessee arrived at Aspinwall on the afternoon of the 4th, and having landed her passengers, left the same evening for San Juan.

The intelligence brought by her fully confirms that, received by telegraph yesterday and published in the Inquirer. The reason why the news was not telegraphed on from Charleston instead of Washington, was owing to the fact that the Association's correspondent, Mr. Cushman, died on Sunday, on the night of which day the Isabel arrived at Charleston.

From the purser of the Tennessee we derive the following, which is the latest intelligence, and is confirmatory, with additional particulars, of the news by the Isabel:—

On the 28th of March, Col. Lockridge advanced from Machuca Rapids to Castillo, with three hundred men, on board the steamers John N. Scott and Rescue. On his arrival he found that the Costa Ricans had fortified Nelson's Hill, which is situated about 250 yards in the rear of the castle, having erected there strong breast-works, dug ditches, mounted several large guns, and occupied the whole with five hundred men.

On observing these formidable preparations, Col. Lockridge deemed it most prudent to leave Castillo untroubled. He made no attempt at an attack, but contented himself with destroying some fortifications below the place. With this failure he gave up all hope of forcing the river so as to secure any communication with his beleagured chief. His conviction that all attempts in that direction were utterly hopeless is sufficiently shown by the fact that he disbanded his recruits, and formed his force anew from those who would volunteer to go to Walker's aid via Panama. Our information does not state how many declined or accepted the terms; or what provision was made for the helpless wights who desired to abandon the hopeless enterprise. That such a step was resorted to by Col. Lockridge suggests the inference that much dissatisfaction prevailed among the recruits.

Of the fate of some of them, however, there is but too mournful intelligence. On the 2d of April, while some of the troops were still on board the transit steamer John N. Scott, the boiler of that boat exploded, when near Serapiqui, the killing and wounding about fifty officers and men. This is the steamer which Colonel Lockridge had previously recaptured from the Costa Ricans, and of the efficient repairs of which we had such glowing accounts.

The Rescue took on board the wounded men, and conveyed them to Punta Arenas, where with the sick from both steamers they were landed. The Tennessee brought of these wretched sufferers—all who could be removed. The purser reports that Colonel Lockridge was up the river when the Tennessee left, with a portion of his force, and reported to be well supplied with provisions.

The Tennessee left in the harbor of San Juan the British war steamers, Orion, Cossack, Archer, Tartar, Pioneer, and Intrepid.

STATEMENT OF ORDERLY SERGEANT GEO. W. SITES. (late of Philadelphia)—I left New York about the 1st of January last; was on board the steamer J. N. Scott at the time of the explosion on the San Juan river. At the time the accident occurred, we were a mile and a half this side of Serapiqui. As near as I can learn, there were thirty killed outright, and twenty died afterwards; forty besides were wounded, of whom seven or eight will die. The explosion is supposed to have been caused by a flask of powder being thrown into the furnace, the flames and others scalded—supposed to have been in the neighborhood of the furnace—being very black.

The J. N. Scott was a sort of flat boat, about one hundred and forty feet long and twenty-five feet wide. The injured were nearly all taken to Punta Arenas. Some were taken care of by the British naval force there, by whom all were kindly treated. Those who chose to come home—the injured and well—were offered passage by Morgan & Co's Agent. Some twenty-five availed themselves of the privilege,—among them one deserter, James Vrackine,—while about the same number, who were very seriously injured, were unable to come on.

The victims found no accommodation when picked up, and they were all put on the ground, with nothing on or over them. Their sufferings were lamentable. Lockridge and Weeks were both on the steamer at the time. Lockridge was uninjured, but Weeks, who was washing on the second deck, near the wheel-house, was blown out of a window into the river. As soon as he got up and got his head out of water, he exclaimed to the boys who were jumping overboard, "boys, don't jump, there is no danger." This stopped the panic, and prevented further loss of life by drowning.

Among those whom I know to have been killed or wounded, were—

James Wilson, of Ohio; Lieut. Conklin, of New York; Capt. Sleight, of N. O.; Capt. Robinson, of Artillery troop; Capt. Robertson, of Miss.; Capt. Carpenter, of Pa.; Joe Murray, the cook, of Pa.

Wm. Lemboy, of Miss., a cook.

There were about twenty-five killed and thirty or forty wounded. Some eight or ten of the wounded died after being got ashore.

As the time of the explosion the men were scattered all over the steamer, some playing cards, some stinging, and one party was conversing, wishing themselves home instead of where they were. The explosion carried away all the upper deck and the foreboard wheel house, and a portion of the bow of the boat. A large hole, too, was knocked in the bottom.

The boat instantly filled, and went over on her side toward the beach. The force of the explosion drove the bow of the boat some little distance on to the sand bar. There were on board the steamer J. N. Scott, amongst other fire-arms, two little guns, one four pounder, and two six pounders, and a howitzer. Most of the men killed were of the hundred who intended to proceed with Lockridge to join Walker. All were finally moved by the Rescue—the wounded and all—to Graytown, where they found the Tennessee.

From the Aspinwall Courier extra, issued on the evening of Saturday April 4, we make the following extracts, which show the movements of Col. Lockridge up to the time of his appearance before Castillo, and other particulars:—

GRAYTOWN, March 25, 1857.

On the 23d or 24th of the past month, Col. Lockridge destroyed the defences and abandoned the positions at Serapiqui and San Carlos Island, and with all his forces on board the steamers Rescue and Scott, went up the river to attack the fort of Castillo.

Two deserters arrived here on Sunday last. They stated that they left on the Friday night previous—that Col. Lockridge was then at Machuca Rapids, and that he had been engaged up to that time in getting his provisions, ammunition, &c., over the Rapids—that it was his intention to attack Castillo the next morning, (Saturday.)

This is all the information we have up to the present time.

The latest date from Walker's recruits up the San Juan river, is to the 27th ult., at which time, the whole force, about five hundred men, including sick and wounded, had been taken above Machuca Rapids, ten miles below Castillo, and were there encamped. Everything valuable had been removed from Serapiqui and San Carlos island, and the fortifications destroyed. All the men, ammunition, provisions and boats were above the Machuca, and preparations were being made to attack Castillo at the earliest possible day.

The following is a list of the filibusters who have returned in the Tennessee:—Dr. Geo. S. Weir, Lieut. J. H. Tivis; Privates J. D. Borton, J. M. Holden, J. W. Barter, J. O. Starr, J. Butt, F. Williams, Joseph Taylor, Frank Wilson, Edward Duncan, G. W. Sites, A. Smith, Alfred Gaff, James Fitzgerald, J. Tully, M. Schuber, A. Wolf, N. Smith, J. Mehagow, J. B. Blunt, M. Riley, W. W. Johnston, Wm. Bradergold, J. Bleecker, Wm. Gtn. Jover, R. Hamilton, A. Huntman, Wm. Wright, J. W. Gage, W. Carrotte, Thomas Ferris, J. D. Fenn, M. McKlosky, J. W. Billing, H. G. Rousseau, C. Brown, J. McClinton, J. Eckstein, C. J. Logan, S. Shennessen, E. S. Baker, J. O'Connell, C. J. Judkins, N. B. Taylor, F. Klin, F. E. Charlton, T. S. McNeely, J. A. Ward, Wm. Neef. Total 50.

The position of Walker may be fairly pronounced hopeless. Rivas, on Lake Nicaragua, is his only position on land, if we accept a quasi communication with San Juan del Sur. He has, we believe, one small steamer, by which he can cruise on some portions of the lake. Granada was destroyed, though being rebuilt, as we learn from private sources. The whole of the San Juan river, the chief outlet of the lake, is in the possession of the Costa Ricans, to within a very short distance of its mouth at San Juan del Norte, or Graytown.

The impossibility of receiving supplies, or of escape, by that route, is admitted by Col. Lockridge's words and acts; in fact, all communication with the seaboard in that direction is at an end. The only way by which he can receive supplies and