

[FROM OUR OWN CORRESPONDENT.]

PANAMA, June 1st, 1857.

## Condition of the United States and New Granada Difficulty.

Our dates from Bogota are to the 9th instant. There had been no change in the aspect of the American question. Since the 28th February, when negotiations were broken off with Mr. Morse, a period of six weeks, up to the time of the departure of the mails, no overtures had been made to Mr. Bowlin, our Minister; and he writes, under date of May 8th that as there was no prospect of any being made, he should leave Bogota on the 20th, so as to be here by the British steamer, about the 10th June. The *Centinela* of Panama, the editors of which, however, would be better authority on a question of cock-fighting than they are on diplomatic rules of etiquette, says it would be a humiliation and an infamy for New Granada to imitate anew the negotiations for the settlement of the April massacre; and that, if negotiations are to be renewed, after the peremptory refusal of the American *ultimatum*, they must be renewed at the instance of the United States. The fact is, I presume that the Government of New Granada, feeling pretty well assured that the President of the United States will not take the responsibility of enforcing the just claims of our citizens, without consulting Congress, is holding off until next winter, hoping that "something may turn up" in the meantime to relieve it from the responsibilities it has incurred. That New Granada will pay the \$100,000 demanded, on the first show of coercion on the part of the government at Washington, I have never doubted.

Gen. Thomas C. Mosquera, a demagogical, egotistical old man, a member of the Senate of Bogota, has proposed in the Senate to send 1,000 men to the Isthmus, to defend it against the Yankees. Of course, if we admit Mosquera's claims to common sense, we can only attribute his proposition to a desire to flatter the pride of the more ignorant among his countrymen, in order to subserve his own personal ambition. He also introduced another proposition: to send 40 Granadian officers to Costa Rica, to teach the officers of that country military science, so that they might the more easily whip Walker! This proposition is the more stupid and egotistical, as there is not, in all New Granada, a single educated military man. Probably a corporal in Caha's army could instruct even Gen. Mosquera himself in the rudiments of war.

Congress was convened by the President in an extraordinary session, on the 2d of May, to "take certain projects of law into consideration." It is reported that President Oufina will ask authority to settle the American question—but I do not find any authority for the statement.

## Proclamation by the Governor of Panama.

The addition to the United States fleet in this port and at Colon, creates no excitement among the people of the Isthmus, satisfied as they are, by the news from Washington, that our government means to coax them a year or two longer before resorting to coercion. The Governor issued the following proclamation the other day, the object of which is not clearly apparent, in view of the assurance in the penultimate paragraph, that a repetition of attacks on foreigners "is impossible:"

PANAMA, 16 May, 1857.

*Sr. Prefect of the Department of . . . . .*  
The Governor has reliable information that the Government of the United States does not, for the present, intend to commit any act of hostility against the Isthmus of Panama, expecting, without doubt, that in the re-opening of negotiations with the new Administration of New Granada, the disagreeable questions between the two nations shall be settled in a manner honorable to both.

You will please impress the importance of this information upon all the districts of your department, in order that the irritation and alarm produced by the rumors in circulation of an approaching invasion of the North Americans may be abandoned.

You will also impress upon your agents and upon all the influential persons of your department the necessity and duty of watching over the public order, that no disturbance of the peace which ought to reign between the natives and foreigners, in order that no new complications may arise to render it difficult or impossible to regulate matters in the pacific manner which we all desire.

There is in the United States a fear as injurious as it is unfounded, that an attack is meditated against transient North Americans. Unfortunately, the United States Government participates in this deplorable error, and it appears that it is with this view it has directed a reinforcement to its ships of war in Colon and Panama.

The insult implied by such a fear, and by the presence of the naval forces, should be repounded to by the population of both cities by acts of benevolence, prudence, and good conduct which will practically contradict the disgraceful implication attempted to be fastened upon their good name. It is the desire of the Government that the future acts of this population should prove to the world that they were not Panamenos who committed the execrable crimes of the 15th of April, 1856; and that if these crimes could have been committed in an unguarded moment, a reputation of them is impossible, without raising to prevent or suppress them every patriot of the land.

The Governor is confident that the authorities, as well as the inhabitants of the whole State, will act in consonance with the foregoing ideas; doing all they can by prudent and dignified conduct to smooth the way for reconciliation between the people of the two nations who are now so deplorably at variance. JOAQUIN ARRILLA.

## Mackintosh Claim—Railroad Percentage.

The everlasting Mackintosh claim has been settled, Great Britain gaining her point, but taking her pay in slow notes.

The Government has appropriated \$50,000 towards the expenses of the State of Panama—in other words, gives her back the \$50,000 which the national government draws from its per centage on the railroad, but which properly belongs to this State.

## Improvements on the Railroad.

In passing across to Aspinwall the other day, I noticed that Col. Totten was laying down his magnificent iron bridge over the Chagres river at Barbacons. The abutments and central pier are heavy piles of stone masonry, constructed in the most durable and beautiful manner. The bridge will cost over \$300,000. The bad place in the road near Paraiso, where by the sinking of the earth, the company had so much trouble the last rainy season, has been abandoned, a new bed having been laid in a more solid spot; so that in the approaching wet season it is believed the cars will run with as much safety and regularity as dancing the dry season, and interest with as much security as can be had over the best roads in the United States.

## The Tehuantepec Route—Lamentable Shipping Experience.

Speaking of railroads, reminds me of the efforts to open the Tehuantepec route. You have probably seen the experience of the Danish clipper ship *Cimber*, in the angry surf of the unprotected and open roadstead of Ventosa (*Anglice*—"windy")—losing her anchors, chains, water-casks, and almost losing herself. Also, of the *Mary Taylor*, which was blown on shore, with a loss of all her cargo, her passengers having to foot it 600 miles to Acapulco. Well, a Salvador paper gives the experience of the Guatemalan government in its enterprise of a mail line of clipper vessels to Tehuantepec. The first vessel lay off Ventosa about a week, trying to effect a landing, but before she could find the could find the surf sufficiently low for her purpose, a tremendous gale commenced, which obliged her to go to sea, and she was five weeks in getting back. Finally, coming to anchor, another gale was on hand, when she was forced to slip her chains, losing her anchors, upon which of course she was obliged to return to her port of departure! In view of these facts, and the further ones that the wagon that went over the road on the 4th of July last was obliged to be carried by its passengers and floated across rivers and streams, instead of carrying Mr. Pickett, the American Consul, who started in it, I think the Tehuantepec route stands but a little chance of competing with other routes during the present century.

## The Two Santa Annas.

"SANTA ANNA.—This unfortunate man, like the Wandering Jew, seems to have no resting place on the earth. He was recently sent away from San Domingo, and sailed for the French island of Martinique, but the Governor refused to let him remain, and sent him back to San Domingo, where the French Admiral received him on board of his ship. No future intelligence has since been obtained relative to his movements."—*San Francisco Sun*.

The individual referred to above is not, as the editor infers, Gen. Antonio Lopez de Santa Anna, of Mexico, but Santana, of San Domingo. The former distinguished personage is still at Turbaco, in the Republic, making love to the Señoritas, chicken fighting, etc., to fill up the interstices in the leisure he occasionally finds while plotting to get back to the Hall of the Montezumas.

## Central American News.

We have dates from Guatemala to April 30th; Salvador, May 2d; Leon in Nicaragua, May 5th.

From Guatemala there is no news of interest. Two treaties had been signed with Ecuador, Peru, Chile, of friendship, commerce, navigation, etc. The ecclesiastical tithe on coffee had been reduced to one per cent., in order to encourage the cultivation.

In Salvador, Congress had authorized the President to negotiate a concordat with the Pope. It had also decreed that those who left the country in order to avoid the forced war loan, should not return unless they were willing to pay up.

From Costa Rica the exportation of coffee has been from January 1st to April 30th, over 100,000 quintals. During the same period \$200,000 had come into the country to pay for this product. The railroad from Puntarenas to Barbacons progresses rapidly. A new bridge is to be built over

the Barranca river, and a wharf at Puntarenas. The papers praise Commander Davis for his humane interference to save the lives of Walker and his men.

The steamship *Panama*, Capt. J. M. Dow, of the Railroad's Central America line, arrived here the same day with the *St. Marys*, bringing the valiant Col. Titus, who was dismissed from Lockridge's force, on the river, for cowardice, and then deserted from Walker at Nivas four days before his surrender. The *Panama* brought 5,100 bbls, 2,200 bags coffee, some cochineal, sugar and other merchandise. She sails again to Central American ports the 17th of June.

## Ships of War on the Pacific American Coasts.

At Panama, are the U. S. ships *Independence*, *St. Marys*, *Decatur*, and H. B. ship *Harannah*.

At Colon is the U. S. steam frigate *Habash*. The *Cyane* sailed a week ago, to return shortly. By some it is supposed she has gone to Greytown, to take filibusters to Colon for the steamers from Colon to New Orleans and New York. By others that she has gone to Carthagena, to bring away Mr. Bowlin. It is possible she may have merely gone on a cruise, to exercise her crew, although it is said she sailed with sealed orders.

The British transport *Infernal*, 6 guns, arrived at Valparaiso April 21th.

At Caldera, May 3, was the French ship *Praxeterrant*. At Callao and Chincha, May 4, was H. B. M. ship *Monarch* and *Cockatrice*. The *Trincomelee* sailed May 2d for England, via Rio Jazerio. Also at Callao are the French steamer *Lacoinier*, and U. S. sloop-of-war *John Adams*. At Islay, Peru, May 7th, was the French ship *Alcibiades*.

At Punta Arenas, Costa Rica, arrived May 4th, the French ship *l'Embuscade*, 30 guns.