times, and prevented the ingress of steamers for the purpose of procuring coal and fresh water, we have had a perfect lack of excitement.

General Alvarez, with whom all good citizens sympathise, is now in the mountains, twelve leagues distant from town, with a mere band of sixty men, but prepared, when the tocsin of war shall sound, to pour forth upon the heads of Santa Anna's men a vengeance experienced only by those who fight for their desecrated homes and firesides. Thousands are ready to muster under the flag of freedom, at the beck of this gallant commander, though the fort at Acapulco now contains no more than one hundred men.

The British man of war Dido will probably be at Panama on the arrival of the steamer that bears this. The Portsmouth's destination you know already.

Considering the intensity of the heat during the dry season, the weather has been healthy, the atmosphere being tempered by gentle sea breezes that are grateful to us all. More anon, from

AN OLD CORRESPONDENT.

A REVOLUTIONARY CHIEF IN NEW YORK.

NEW YORK, August 10, 1854.

TO THE EDITOR OF THE NEW YORK HERALD.

SIR:—You would oblige the undersigned by inserting the following notice in your valuable paper.—

"It is said that Colonel Nunez, Director of the Marine College in Ecuador, now residing in New York, has been fomenting the revolution in the South of Mexico under the orders of General Alvarez.

"This active and valiant chief was an officer in the Mexican Marine during the last war with the United States, in which he distinguished himself as an able general. I believe that the assistance of Colonel Nunez to the efforts of Alvarez, has been a great acquisition." Your ob't servant,

MANUEL DE LA PUENTE.

[From the Panama Star, July 16.]

The *Times and Transcript* has late and interesting news from Mazatlan:—

The Marcy made the passage from Guaymas in twenty-one days, and brings thirty-three passengers, all of whom were imprisoned from the Petrita.

The Challenge had arrived in Guaymas with her load of foreigners, and having landed them, took in ballast and sailed, as was stated, for Callao. The entire number of passengers by the Challenge were garrisoned under order of the Governor of Sonora, and provided with rations and arms. They are fully enlisted as government troops. All of these that are not Frenchmen, numbering about seventy-five, have formed a separate organization, and have elected officers among themselves. These are also, however, provided for by the authorities. Colonel Scafeldt is the commanding officer of the whole foreign force, and has become very popular with all parties. Rumor says that they would depart shortly with Yanez, the last appointed Governor, as a guard for the frontiers, to act against the Indians; but as was generally supposed, they were destined for the city of Mexico. Captain Peters has taken up his residence at Guaymas. The Marcy was but two days at Guaymas, arriving on Saturday and leaving on the Monday following. The passengers by the Challenge, we are informed, were provided with papers, showing that they were enlisted by order of Santa Anna, for service on the Mexican frontier.

The Zoraida had sailed for a port on the Gulf, where she was taking in cargo.

The rescue at Guaymas of the five remaining passengers of the Petrita, by Capt. Morshead, of H. B. M. ship Dido, from an English bark on which they were confined, to be taken to Mazatlan for trial, was effected with great coolness and bravery. Two of the passengers—Capt. Springer and Mr. Bryant—jumped into the boat of the Dido, which had come alongside to deliver a letter, and were immediately fired into, Mr. Bryant receiving a wound in the back part of his head. At the same time Mr. Kelly remaining on the English bark received several blows on the head from a musket. He with Capt. Gillem and Mr. Tucker were immediately put in irons. The captain of the Dido having sent an armed boat with thirty marines soon after, took them off and carried the whole party of five to Mazatlan, where they were placed on the Marcy. Capt. Morshead, of the Dido, treated these passengers with great attention, affording the best medical attendance, and entitling himself to the warm gratitude of their friends and all Americans for such courteous conduct.

Major Roman, the American Consul at Guaymas, was received with proper attention by the authorities, and full assurances given him of due consideration. He had taken apartments in the residence of one of the ex-Governors of the State, a gentleman of high character and accomplishments.

At the time of the Marcy's departure, everything was quiet at Guaymas, and the Americans and foreigners were treated with more propriety than at any time since the first disturbance broke out.

The Petrita is laying in the port of Mazatlan, under charge of the Chilian consul. Capt. Gillem, agent of the Petrita, remained at Mazatlan, on board of the Dido.

NICARAGUA.

[From the Astinwall Courier, August 1.]

ADDITIONAL PARTICULARS OF THE BOMBARDMENT OF SAN JUAN—SUMMARY OF THE LOSSES—STATE OF SOCIETY IN NICARAGUA—THE ROUTE OF THE CYANE.

During the past fortnight, the principal topic of excitement has been the bombardment and firing of San Juan. The punishment of that portion of the population of the said city, who have been frequently engaged in violently opposing the movements, and injuring the property of the Transit Company, and who have manifested an utter disregard at different times, of the consular representatives of the United States, as well as of Great Britain, has been for a long time considered absolutely necessary—but the parties thus liable to punishment so influenced a considerable body of the people, that there appeared no way of inflicting punishment, except upon the city, as such. This, it was known, must involve many innocent parties in the punishment of the guilty. Hence, the punishment has been postponed for a long time. When, however, the United States Minister was grossly insulted, and the demands, on the part of his government were entirely unheeded, the ill-fated city suffered the punishment of what she had done, and of what those who were her leading men, (*de facto* though not *de nomine*,) had done.

The course of the Accessory Transit Company has been such as to subject it to severe censure, and we do not wonder at the action of the authorities of Greytown, though we cannot justify it—the company should, and have suffered, (and we doubt whether they will recover,) for their tyrannical attempts at compulsion, and for the gross inconsistency of their course. Those who led the unthinking mass of the people, and both in and out of the city government secured their ends by demagogueism, have suffered—the insult to the United States Minister, whose person should ever be sacred, has been resented—but very many innocent people have suffered, and the news of the firing of the town will grate harshly upon the ears of many who support the unblemished honor of the United States Navy.

In another part of this edition of our paper, we give a notice of the tone of the Jamaica press upon this subject.

We hope the United States government will see to it that the whole proceeding, and its bearing, are deliberately and thoroughly considered, and so far as any have been wronged, will indemnify them. We believe the Mosquito question will now soon be settled—and that without a war, though Mr. Everett did say that our Central American difficulties gave more promise of war than any question then pending; and the others then on the *tapis*, have all been settled.

In this paper we publish a sketch of San Juan, from the commencement of the notable events which have there transpired, or which relate thereto, during the past seven years, and an account of the bombardment and destruction of the city.

The indemnification which the Nicaragua Transit Company have received from this affair cannot but be of a negative character, to say the least.

There is no doubt but that those of a desperate character, without means, who have heretofore quartered upon San Juan as well as those whose all has been destroyed in that city, will betake themselves to the river, and will make the transit very dangerous, either from motives of revenge or desire for plunder. The guard which is posted at Punta Arenas will protect the arrival and departure of the passengers, but neither it nor the British war schooner can possibly protect them in the transit.

The same paper adds:—We are credibly informed that Capt. Hollins, at the time of the firing of the town, ordered that, (so far as was practicable with the general destruction of the place, dictated by his orders,) certain portions of property should be saved, viz:—That of M. De Baruel, a Frenchman, who had invariably protested against the offensive proceedings of the authorities of the said town, (Greytown or San Juan del Norte,) even when President of the City Council—that of the former British Consul, Mr. Foote—and that of some others, among them we presume the several consular representatives. But the flames spread with so much rapidity that none were saved, except the residence of Mr. Foote, and one of M. De Baruel's buildings.

The general feeling of this community is, that Messrs. Martin, Lyons, and some other prominent actors in those movements of the city for which she has suffered, should have been taken and summarily punished. They were among those who left on the evening after the bombardment.

Another rumor has obtained currency, that the destruction of the city having been reported to the French Admiral of the West India station, two French vessels of war and H. B. M.'s war steamer had been or were to be sent to San Juan. They could not have been sent in the time specified by Dame Rumor—nor is it at all probable that they will be—for we learn that on receiving the report of Capt. Joly, respecting Capt. Hollins' proceedings, the British Admiral at Jamaica expressed his regretting that there had been no vessel of greater force at San Juan, because had there been, a collision between such vessel and the Cyane might have transpired.

The Panama *Star* of July 29, in speaking of the advantages of the Isthmus route, says:—The State of Nicaragua is so involved in internal war that no man's life is safe there for one day; besides this, we see Greytown blown to pieces by the guns of an American frigate for outrages committed on American citizens, and that route, from this cause alone, likely to be altogether abandoned, because the lives of foreigners cannot be safe in travelling over a country whose seaport and inhabitants have been destroyed by these same foreigners. Under these circumstances it will be surprising if the entire travel between the Atlantic and Pacific does not in a very few months pass exclusively across the Isthmus of Panama.

With the town of Greytown has been destroyed property to the amount of not less than from $800,000 to $1,000,000. Among the principal sufferers are:—Messrs. De Baruel & Son, whose losses are not less than $100,000, M. M. Mesner, Sigaud, St. Onge, Solari, (a Genoese merchant who has suffered fully to the extent of $50,000,) and James Geddes, Esq., the English Vice Consul, whose losses are estimated at $15,000. Among the sufferers also is Mr. Shepherd, formerly of Port Antonio, who has resided in Greytown for a great many years, and owned houses and other property to the value of $10,000, all of which have been consumed. He is left with the pantaloons and shirt he had on when he fled from the American artillery. His son, Mr. Sam Shepherd, who was the agent of the R. M. S. P. company, has also suffered, as have several Englishmen who resided, and did business at Greytown, among them Mr. Colin Campbell to the extent of $5,000, and Mr. John Carmichael of $25,000. The great sacrifice of property, however, has been in respect of goods which had been received at Greytown for the interior, which, to the value of $250,000, were totally destroyed.

The Prussian and Hanseatic consulates, with the property of Messrs. Widemann and Beschor, to the value of $20,000, as well as the large and valuable stores of Messrs. Leon Mancho, $25,000, and Felix Mancho, $40 000, were all consigned to the flames.

We learn from Mr. Vidal, that the United States sloop-of-war Cyane, Captain Hollins, arrived at Aspinwall on the evening of the 22d, and sailed on the morning of the 23d, destination unknown.

The ostensible object of the Cyane in touching at Aspinwall was to pick up some deserters.

THE DESTRUCTION OF SAN JUAN.

[From the Aspinwall Courier, August 1.]

Of this affair, every true man can have but one opinion. The city should not have been fired with torches. We believe Captain Hollins had definite orders to obtain a certain pecuniary sacrifice, an apology for the past, and a bond of good behavior for the future, from the inhabitants of the city, or, to destroy it—Secretary Marcy knew him to be an officer who would execute the spirit as well as the letter of whatever orders were given him—Captain Hollins knew that he was sent there, with this understanding—therefore, he finished with torches what his ship had not fully accomplished with her guns. We believe Captain H. did right—but we believe too, the act was without precedent in the annals of the American navy. Were it right, the lack of a precedent would not have detracted from its merits. On the contrary, we hope, though this punishment may have been executed in a manner somewhat revolting, it will be safely accepted by American citizens, resident abroad, as an earnest that their government is reviving the foreign policy, which made her respected in the days of her earliest and comparatively helpless infancy.

We rejoice to believe that we descry the dawn of that day when we and all American citizens who have resided abroad for years may revert to the disgraceful neglect which they have experienced at the hands of their own government, with a surety that the like will never again be known. Then shall the United States flag, her ministers, and her citizens, all enjoy the protection and redress of wrong she ever can and should give them. May her citizens strive to be worthy of the new era.

We have been asked, "For what portion of the property destroyed at San Juan will the United States government pay damages?" We answer, all that is due—the sovereign people themselves being the judges.

SAN JUAN DEL NORTE, SINCE '47.

[From the Aspinwall Courier, Aug. 1.]

With the account of the recent destruction of Greytown, or San Juan del Norte, we deem it best to publish a brief sketch of the principal events relative to the government of the city, &c., which have transpired since the matter became a subject of controversy between the State of Nicaragua and the sovereign of Mosquito, both the government of the United States of America, and that of Great Britain, interesting themselves therein. Until the latter end of 1847, the port of San Juan was in the possession of the government of the State of Nicaragua. In January, 1848, the same was forcibly occupied by a British force, in the name of the King of Mosquito; the Nicaraguans were expelled from the city, and the Mosquito flag hoisted. Soon after the British force of occupation withdrew from the place, leaving the administration of its affairs in the hands of the British Consul, but scarcely was this fact made known to the government of the State of Nicaragua, when they despatched to the city for its re-occupation, a force of several hundred men, who made prisoners of several of the newly appointed officials. Intelligence of this unexpected attack was immediately sent to the proper quarter, and several ships of H. B. M.'s navy were despatched to San Juan. On their arrival, the Nicaraguans evacuated; they were pursued by Captain Locke, of the royal navy, at the head of two or three hundred men. A skirmish between the contending parties took place at Sarapiqui, on the San Juan river, about fifty miles above where the Nicaraguans were completely routed. Then their government consented by treaty, for the future, to leave undisturbed the city of San Juan, until the question respecting the sovereignty over the same should be settled; surrendered to Captain Locke the prisoners and booty they had taken, made an apology for what had been done, and the British Consul at San Juan resumed the government of the city.

During this expedition Mr. Walker, the British Consul General at Bluefields, lost his life by drowning.

After this *escarmouche*, things went on as smoothly and peaceably at San Juan as could be expected. In the meantime, the administration of General Taylor despatched Mr. Squiers as charge d'affairs to Central America. Immediately after his arrival he went to work endeavoring to oust John Bull from the snug quarters he had created for himself in this part of the world. Mr. Chatfield, the British charge d'affairs to the same country, vindicated with dignity and ability the policy his sovereign had adopted with respect to Central America. The long diplomatic struggle of these two gentlemen, in order to secure the ascendancy of their respective governments, is too well known to the public to need any particular mention here—suffice it to say, that the only tangible results were obtained by Squiers, in his famous treaty with Nicaragua, the favorable conditions of which to American interests clearly demonstrated that the American policy in those diplomatic intrigues had signally triumphed. This treaty, from certain inexplicable causes, never received the sanction of the United States Senate.

After the return of Mr. Squiers to the United States, Messrs. Clayton and Bulwer accomplished a treaty between the respective Governments of the United States and Great Britain, respecting the Central American States. This was during the administration of President Taylor.

The next event of importance was the firing into the Prometheus, an American steamer, by a British ship of war, at San Juan, in order to compel the former to comply with the regulations of the port. This circumstance led to remonstrances between the Cabinets of Washington and St. James. It was said that the commander of the British vessel was reprimanded by his sovereign for his conduct.

Immediately after this occurrence, instructions were forwarded to the British Consul, to delegate to the people of the city, the powers which he held as Chief Magistrate, and for the future to confine himself solely to the discharge of his Consular duties.

In March '52, the British Consul, in obedience to those instructions, convoked the inhabitants of the city in convention for the purpose of framing a constitution suited to their wants, and also to proceed to the organization of a city government, in accordance with their new constitution.

The elections took place in April—the principal part of the newly elected officials were natives of the United States, and on the 1st of May, '52, the new local government, entered on the discharge of its constitutional duties.

In the meantime ineffectual efforts were made by the governments of the United States and Great Britain, to definitively settle and adjust the complicated difficulties arising out of what is generally termed the "Central American Controversy;" among other modes of adjustment the government of Great Britain proposed one to the government of the United States, towards the close of the administration of Mr. Fillmore, which had for its object to declare *de jure* as it really was *de facto*, the city of San Juan Independent. This independence was to be guaranteed by the two governments to which we have referred, who were to exercise a joint protectorate over the same. This proposal, though at first favorably entertained by Mr. Everett, the then Secretary of State, was finally rejected by the United States as inacceptable.

Matters being thus unsettled, the A. T. Company, established at Punta Arenas, opposite the city of San Juan, on various occasions denied the jurisdiction of the authorities of Greytown, or San Juan, over the strip of land they occupy. On the other hand the people and the authorities of the city, invariably asserted their jurisdiction over the same, hence the unceasing state of hostility and enmity between the different parties, further increased by the incessant efforts of the company to prevent the people of the city from enjoying any of the advantages to be derived from the California travel.

In March, 1853, the city authorities ordered the company's removal from Punta Arenas; to effect the same the authorities proceeded to demolish the company's buildings. Captain Hollins' arrival in the Cyane put a stop to those proceedings.

The landing at Punta Arenas, by Captain Hollins of an armed force—the protest of the city authorities against his acts—the striking of their flag—the subsequent dissolution of the city government; the rehoisting the Mosquito flag by the British Consul—the remonstrances on the part of Earl of Clarendon, to the government of the United States, in relation to the attitude assumed by Captain Hollins at San Juan—and the approval of his conduct by his own government—are all occurrences that have so recently transpired, that a brief reference to the same is sufficient.

NEW GRANADA.

HEALTH OF THE ISTHMUS—PROGRESS OF THE RAILROAD—A GUARD OF PROTECTION—ALARM FOR THE SAFETY OF THE STEAMERS—PROGRESS OF THE REVOLUTION.

The Panama *Star* of July 31st, says:—The British mail steamer Valdivia arrived in port about half-past 10 o'clock yesterday morning, being six days behind her time. She was detained owing to an accident to her screw on the downward trip, whilst near Valparaiso, which kept her in that port ten days undergoing repairs.

The Valdivia brings forty-five passengers, treasure, and the mails.

Among the passengers are a number of American ship captains, whose vessels were sold in the South; there are also several Australians, homeward bound.

The Aspinwall *Courier*, of August 1st, says:—There has been considerable sickness on various parts of the line of the railroad, and in our city, during the past fortnight—in fact, a large number of our citizens have been affected in some way—but there have been but very few cases of really serious illness. About the first of the month there were a number of cases of cholera at one or two stations on the railroad, and subsequently there were some cases in this city, but, as has always been the result on the isthmus, the disease was prevented from spreading, and it is now entirely eradicated. The other classes of disease which have prevailed of late are decreasing.

The past fortnight has been one of almost constant rain in our city during the afternoons and evenings; but, fortunately the rains are not so frequent where the workmen on the railroad are now engaged, and though the work has been retarded, and a large force has been required for repair of recently laid portions of the road, considerable progress has nevertheless been made. The severe trial which some sections of the road have had, while yet not fairly settled, enables the superintendents to strengthen them so thoroughly as will preclude danger in the future, and prevent the necessity of early and frequent repair.

The sick list of the laborers on the line, which was larger during the first fortnight of the present month than it has been for a long time before, has been reduced to a small number.

There was an attempt, a few days since, on the part of some of the Jamaica laborers, to produce a "strike," and to prevent others from working. It was, however, promptly suppressed, and the ringleaders arrested.

Notwithstanding all the difficulties against which the railroad company have to contend—such as the embankments caving in, hands getting sick and deserting, the rainy season, and other obstacles—the work still progresses rapidly. On the 13th July the train ran to within about one mile of the summit, thus making the present station very little over twelve miles from Panama. At this end, everything is going ahead in good style, and we have every reason to believe, notwithstanding the prognostication of some wiseacres to the contrary, that the cars will be heard shrieking through this good old city of Panama before the end of the present year.

A most important event which we have to record, is the posting of a guard upon the mule road, to to protect the transit from the Summit to Panama; the enlistment, supervision, and control of these men was given into the hands of several responsible gentlemen, some of whom have already been actively engaged, with their parties—and we learn that Mr. Ran Runnels has arrested some half dozen, and Mr. H. C. Evers, three of those who have been seen upon the road. The manner in which these gentlemen, together with some others, have gone to work, is a sufficient guarantee that the work will be done. There is now no danger to be apprehended by parties crossing the road—day and night.

For several days last week considerable uneasiness was felt throughout the community of the Isthmus, on account of the non-arrival of the steamers of the royal mail lines on both the Atlantic and the Pacific, which connect at Panama and Aspinwall; but no Russian frigate took the Pacific steamer, and no privateer the Atlantic. No serious accident, and a few days tardiness, both arrived, and both despatched within a few hours of their usual time of departure.

During the past week we have had some of the severest thunder storms we have ever experienced on the Isthmus. On Friday last, the 28th ultimo, the buildings occupied and known as the City Hospital, on A street, suffered from two strokes of lightning at the same time. The kitchen was torn to pieces, and some of its contents thrown into the sea by one shock. The main building was struck by another, which partly shivered the principal post in the gable end, and running along the eaves attracted by an iron water tank, struck it and passed off into the ground. A colored man who slept in the upper story of this building, received a severe contusion on the skull, from a splinter off the "principal post;" he will, however, probably recover. No other persons were injured. The brig lying at the railroad company's dock, narrowly escaped destruction during the same storm in which the Hospital was struck. The lightning having been attracted, struck the anchor chain, and passed off on it into the water.

The Governor has, after a long and careful deliberation and consultation, appointed a commission, who will visit Aspinwall (Colon) in the course of the present week, and in conjunction with Col. Totten, and a committee of our citizens, will arrange a plan of government suited to the wants of our residents, both foreigners and natives, as similar to that we hinted in our last steamer edition, as may be practicable.

The Panama *Star* of July 30, says:—We are credibly informed that the Foreign Hospital in this city is likely to remain closed, as the steamship companies in New York decline to collect the tax there, although the Pacific Mail Steamship Company is willing to authorize the resumption of the collection here, if the Independent Line will agree to do the same.

The Panama *Star* of July 27th, says:—The election for Vice President of the Republic took place on Tuesday. Out of five hundred electors but fifty availed themselves of their privilege. Senor Julio Arboleda received the highest number of votes—namely, twenty-two; the remaining twenty-eight, were divided between twelve candidates.

The *Panameno* of yesterday contains the Governor's decree relative to the collection of the forced loan of $25,000, lately ordered by the Constitutional government. The canton of Panama is rated as follows:—District of San Felipe, $4,800; Santa Ana, 2,100; San Miguel, 1,200; Gorgona, $650; Cruces, $400; Chepo, $400; Pacora, $100; Calidonia, $100.

Colon is set down at $500; Chorrera, $3,000; and Taboga, $500.

The Governor has summoned the Provincial Legislature to meet on the 15th of September.

The members elected by Panama to the Provincial Legislature, are Senores Joaquin Asprilla and Ramon Gamboa; the suplentes, or substitutes in case of need, Senores Ramon de Icaza and Dr. Blas Arosemena.

Several murders and outrages had occurred on the road.

PROGRESS OF THE REVOLUTION.

[From the Panama Star, July 15.]

From the Spanish side of our paper of yesterday we take the following items of intelligence, received by the last mails from the interior:—

The head quarters of Melo is at Facatativa, where he musters not more than 2,000 men. A party of about 400 are in Bogota.

In the provinces of the North the enthusiasm increases, and on the 24th a party of the rebels were attacked by Arboleda with 120 men, when 20 were killed and 46 taken prisoners.

The army of Upper Magdalena is being daily increased by troops from Antioquia and Cauca, and General Lopez, with 2,000 well armed troops, was daily expected from Popayan.

The seat of government has been moved to Honda, for the purpose of attending more immediately to the organization of the northern provinces.

From the Atlantic provinces the reports are equally satisfactory.

Senor Juan José Nieto, Governor of Carthagena, who was suspected of favoring Melo's cause, has been removed, and the accounts previously published of the timely arrival of the division of the Isthmus, and its services in putting down a demonstration in Carthagena, has been confirmed.

Two volunteer companies, composed of the respectable citizens of Carthagena, have been formed.

On the 10th, the division of General Pesada was to leave in the steamer Estrella towards Sabanilla, to join the forces of Gen. Mosquera.

The accounts received from the southern provinces say that all are in favor of the constitutional party, except a small party in Buenaventura, who had a collision with the legitimate party, which resulted in their total defeat and the suspension of the Governor. A few lives were lost, but at the date of our advices order was restored.

THE COOLIE RAILROAD LABORERS.

[From the Panama Star, July 29.]

The Ellen Reed, which brought a considerable number of Jamaicans, a few days since, for the railroad company, has now on board about one hundred discharged Coolies, who have been shipped by the said company to Jamaica. Many of them are very much averse to returning, and prefer much to remain here at the expiration of their contracts with the railroad company. In fact, the major part of them would prefer to stay for a considerable time if they could get the amount of money paid for their passage; but as they lose it, if they do not go when the company is ready for them, most of them consent to go. This is as it should be, for heaven knows we have an elegant sufficiency of vagrants in our city now. These Coolies attract considerable attention wherever they pass through our city. They are indeed a singular people, living almost upon nothing, pinching and scraping to save every *quartilla* they earn—the men clothe themselves in all sorts of garments, and the women wear gaudy ornaments in their ears, noses and mouths, and large bracelets of silver or gold washed on their arms, and rings on their toes. Many of the men and women both are considerably tattooed on their arms and breasts, and among the hieroglyphics they generally have an image of their god, and some kind of charm, together with inscriptions representing death, heaven, &c., &c. They do not seem to acquire English readily, but manage, in a short time, to pick up sufficient to enable them to express their wants by a mixture of the language of many signs and few words. They are not generally at all distant; some are, on the contrary, quite communicative. If we are to believe their own story, they are far better workmen than any other class upon the railroad. They stand the climate and the exposure of the labor on the road very well. The majority of the men are small, while the very few women that are there, among those we have seen, are of good size. They are very passionate and quite violent in the expression of their feelings. They have fine eyes, and the general contour of their faces is not unpleasant; but though they have naturally a bright look, but few of them have much intelligence.

CHILI.

Our dates are to the 30th of June. From the *Echo* we learn that though the Chilian Congress is sitting nothing of public interest has yet been done. A project for the establishment of an agricultural bank for the purpose of assisting poor farmers with loans of money, is favorably received by the public.

The projectors of the line of steamers to England via the Straits of Magellan, have been granted six months extension of time.

The paper also contains the account of a most unwarrantable outrage committed by the police of Valparaiso on the person of Captain Webster, of the the British ship Sir Charles Napier, who was not only dragged from his house at night for an imaginary crime, but had his trunk robbed of $3,000 during his absence; and was further imprisoned by the Judge for attempting to complain of the policemen's conduct. Such cases as these should be immediately taken up by the minister, and an ample apology and indemnification insisted upon

There are no further items of news in the papers.

The Panama *Star* of July 31, says:—We are informed that an American company has been formed in the south to establish a line of steamships between Panama and Valparaiso, and that orders have already been sent home for the construction of three steamers for that purpose.

At the same time that we trust that the report is true, we do not give it as authentic. If such a company has been started, we heartily wish it success.

[Valparaiso (June 29) Correspondence of Panama Star.]

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While speaking of the Americans, who, for all I know, may be countrymen of yours, gentlemen, let me tell you how they appear here. When any of their citizens are imposed upon, they at first make a hue and cry; then it gradually dies away, until nothing more is thought of the matter. They all appear desirous to have a Minister, but one Sam Medary has got the $9,000 outfit, and will not return it; consequently no Minister can be appointed till somebody raises $9,000 for the poor goats at home.

The U. S. corvette St. Mary's paid us a visit for a few days, but a norther frightened her away, notwithstanding one Capt. La Badie has taken refuge in the American Consul's house, and desired protection from a Chile prison, he being a naturalized American citizen. Indeed, at one time it was supposed that we should have a Koszta affair of it, as Captain Baily is reported to have offered the battery of the St. Mary's to the American Consul, to enable him to blow the town out of existence. The news came near inducing the inhabitants to take refuge on board the strong navy of this republic, almost every vessel of which happened to be in port at the time, but the St. Mary's departure put all minds at rest; stocks went up again, and the usual quantity of dulces and hot milk were consumed at Maillard's on the evening of the day of the corvette's departure. But I am a little ahead of my story. Gen. Flores and aid were received on board in due form, the marines being drawn up with "present arms," and Capt. Baily in full uniform, &c., &c. On leaving the vessel he was saluted with fifteen guns. Gen. F. is living in retirement here, with a few choice friends, and seems to avoid notice in every way.

Miska Hauser is going to Australia to draw his bow, where it can be appreciated. He does not find many here competent judges of music. Madame Biscaccianti is in Santiago yet, charming those who may be fortunate enough to come within reach of her voice.

The "acrobats" would coin money in this country. Belcher Kay is at present vegetating in our village, but rumors are rife that he is to be arrested on suspicion of being a suspicious character, and possibly ordered out of the country, as he was once before.

Business is nominal, little doing, and the harbor very bare of shipping.

We have a French man-of-war steamer here repairing, bound nowhere in particular, but keeping one eye open for los Rusos.

The American clipper ship Sea Witch, Capt. Fraser, put into this port leaky on the 25th inst., having loaded copper at Coquimbo; it is generally believed that the crew bored the ship with small augers, but as yet it is quite dubious. Sailors rule the roast in this port, and ship masters must bring good recommendations to get a crew to take them along, and then run the risk of having their vessels bored unless said master behave properly to said mariners. So much for abolishing flogging. Would that all the "Anti-Floggers," "Anti-Slavery ers," "Anti Drinkers," and "Anti-Masons," (last though not least); could be shipped to "Sir John Franklin's Land," with one of these boring crews, and kept on Graham bread, with no other arms for protection than George Law's muskets, loaded with "Grape Shot," and should they get short of provisions, may they have no port to touch in but "Nebraska," with Douglas for a consignee.

Since writing the above (30th June) we regret to learn the breaking down of the steamer Voldivia, thus detaining the mail.

Last evening Governor Wood and secretary called on the Governor with Captain L. Badie, of whom I spoke previously, and arranged matters, so we may look for astounding developments, shortly. One thing is certain, the Americans have a good and sterling consul in Gov. Wood, but his hands are tied in a measure by his own government. NAPIER.

PERU.

From Peru, July 15, we learn that the head quarters of General Castilla were at Apapucho, but some said that Castilla himself was at Acobamba. Col. Salaverry was at Huancavilli.

During the absence of the President, the executive power has been vested in General D. Miguel Medina, President of the Council of State.

General Torrico has been named Minister Plenipotentiary to Belgium, and Senor Rivd has been raised from the rank of Chargé d'Affaires at the Court of France, to the rank of resident Minister.

We have the Lima *Foreign News* to the 15th of July. It contains very little news of any importance. Echenique is "going to go" to take command of the army in person—a thing he should have done six months ago. If he can screw his courage to the sticking point, and bring Castilla to meet him, the first fight will most probably settle the matter; but in leaving Lima, Echenique runs a great risk, as no President ever yet left to put down a revolution, and returned as President to the capital. No wonder, then, that Echenique fears to follow so unlucky a precedent.

The *News* says that an ample apology has been made for the outrage committed by the press gang at the United States Legation at Lima, on the evening of the 6th ultimo. The soldiers in fault have been punished as they deserved; and the wounded servant of the Legation has received a recompense from the government treasury. So, this affair, which might have led to serious difficulty, has been promptly and creditably arranged, owing to the decided course pursued by the minister of the United States.

Mr. Robert Godfrey, who was wounded in a battle with the Indians near Camero, about a month ago, returned to Lima on the 14th. He gives a very favorable account of the country; and although the party with which he was connected have as yet found but little gold, Mr. G. is well convinced that it abounds there, and that a party sufficiently numerous to repel the Indians, would in a short time discover a profitable gold field. He says he never saw a country featured more favorably for gold than this. It is his intention to return to the Amazon when fully recovered from his wounds, if a respectable party can be raised for the expedition.

The English ship, Jolly Robin, returned to Callao on the 9th inst., leaking at the rate of twenty-eight inches per hour. She was homeward bound with a cargo of guano.

Sentence of death had been passed upon J. F. Haley, convicted of issuing false *vales de consolidacion*. Efforts are being made to procure a commutation of the above sentence.

PROGRESS OF THE REVOLUTION.

[From the Lima Foreign News, July 15.]

The "signs of the times" clearly point to a quick solution of the revolutionary humbug. The main body of the army left the city some days ago; and yesterday, at 12 o'clock, President Echenique took his departure from the "palace of the viceroys," with the intention of placing himself at the head of the government troops, and giving battle to the insurgents at the first convenient opportunity.

It is not to be supposed that Gen. Castilla will decline an encounter with the government forces—such a movement would disperse his soldiers, and give confidence to his opponents. A few weeks more, then, and the question will be settled in some shape or other; and "when the hurly-burly's done—when the battle's lost and won," we shall be able to judge with some degree of certainty of the future.

The country has been cursed long enough with the revolutionary farce, and all classes have reason to wish for a speedy end to what was unquestionably a very bad beginning. President Echenique has now taken the course which he ought to have pursued some months ago; and should he be unsuccessful in the coming struggle, it will be owing to a measure to the "masterly inactivity" which decided upon keeping thousands of troops cooped up in this city week after week when their presence was required elsewhere—when the rebels were unopposed in the South—when Castilla was issuing his decrees from the "Government House" in Cuzco.

Thus far, the whole question has been a complete farce, but whether it will end so or not is another question for time to determine. It may possibly turn into a melodrama or tragedy; but, at all events, the spectators are wearied of the performance, and are anxiously waiting to hear the tinkling of the bell—to see the curtain drop.

THE CHINCHA ISLANDS.

TREATMENT OF THE CHINESE LABORERS.

[From the Lima Foreign News, July 15.]

The poor Chinamen have a hard time of it at the Chinchas. What with poor living, hard work, and any quantity of whipping, they get more than they at first bargained for; and when we hear that they bury themselves alive, jump into the water from high cliffs, or cut their throats with pieces of old iron, we feel no surprise whatever. Though many groundless stories are told about their treatment, enough is known with certainty to warrant us in saying that their overseers are men who delight in tyranny and oppression, and who ought, instead of wielding the driver's lash, to receive it over their own shoulders. One of these worthies is called Kossuth, a fellow who verifies the worn out saying of placing "a beggar on horseback," &c. A servant from boyhood, this fellow Kossuth, now that he is placed in authority over a few inoffensive Chinamen, is guilty of more brutal conduct than would be tolerated on a cotton plantation in Alabama. We wonder that English and American captains at the Chinchas haven't made a "spread eagle" of him long before this.

COSTA RICA.

[From the Panama Star, July 20.]

The brig Rostrand arrived in port on Tuesday, bringing dates from Costa Rica to the 5th instant. The Rostrand brings down a cargo of lumber, coffee, &c.

The news from Costa Rica is not important. The country is quiet. Coffee is very scarce and provisions of all kinds high.

Communication with the United States has of late been almost prohibited, owing to the difficulties in Nicaragua, which prevent the regular transit of the mails.

There were two American vessels in Punta Arenas—a bark and brig—both from San Francisco; names unknown. The bark had lost her mizzen mast, and put in for repairs; the brig was loading coffee for San Francisco, but could not procure a full cargo.

Business was very dull in Costa Rica.

The little steamship fitted out in San Francisco some time since, to run on the Rio Grande, had reached Punta Arenas in safety, after a twenty-seven days passage. She had proceeded about six miles up the river, where she got stuck for want of water, and still remained at latest accounts. It is thought she is too large for the trade, and will in future be employed merely to tow vessels and lighters across the bar.

The new steam saw mill at Punta Arenas was in operation, but was not doing as large a business as at first anticipated.

The latest intelligence from Nicaragua announces that the war was still raging in that country, and the whole State was in the greatest anarchy, confusion and distress.

The new President, or self appointed dictator, Chamorro, it is reported, was shut up in the city of Granada, with a small body of soldiers. He was losing ground every day, and it was thought would very soon be obliged to resign his position and submit to the will of his opponents. Several Americans, it is said, are mixed up in the revolution.

The Nicaragua gold mines are reported as prosperous.

AUSTRALIA.

We find in the Sydney *Herald* of May 25th, the following account of a curious phenomenon:—

"The following letter had been received at Hobart Town:—

MARLBOROUGH, April 21, 1845.

I beg to inform you of a very strange occurrence on the evening of the 24th of March last. A shock like that of an earthquake was felt in almost every part of the Marlborough district. Two shepherds were gathering sheep the other day, and discovered the cause of it. I went to the place yesterday; there has been some fearful volcanic eruption; rocks of enormous size have been driven about, and the face of the earth appears to have been hoisted in the air and pitched surface downwards. I cannot describe to you the appearance, but if you will come up, I am sure you will be highly gratified. The distance is about ten miles from this.

THOMAS BELLINGER.

LATEST GOLD CIRCULARS.

There has been more demand this week for gold dust, in consequence of a difficulty existing in procuring exchange on London, and there is every likelihood of gold being higher, parties preferring to send dust rather than sovereigns.

	£	s.	d.
Price of New South Wales gold	3	17	0
" Port Phillip "	4	1	0

Exchange on London, 5 per cent premium.

JOHN GODFREY COHEN,
Auctioneer and Bullion Broker.

The Bank Auction Rooms, George street, Sydney, May 26, 1854.

Little has occurred during the week besides the arrival and departure of the Madras, in any way calculated to affect the market, which remains in much the same state as last reported, with rather more steadiness in price.

	£	s	d.		£	s.	d.
New South Wales	3	16	6	to	3	17	6
Ovens	3	19	0	to	3	19	6
Port Phillip	3	19	0	to	3	19	6

W. DEAN & CO.,
Auctioneers, &c., 427 George street.

Sydney, May 26, 1854.

THE RUSSIAN PACIFIC SQUADRON.

[From the Panama Star, July 21.]

The prospect of a naval engagement between the Russian and Anglo-French forces in the Pacific, appears to excite a good deal of attention in Europe at the present time, and it is generally supposed that either the American coast, near Sitka, or the Asiatic side, near Kamtschatka, will be the spot where the rival forces will meet.

We are not well informed as to the number of Russian vessels of war in the Pacific, but they cannot be very numerous.

In March last, the frigate Pallas, the corvette Olivant, the transport Prince Menschicoff, and the tender Voslock left Manila, as it was supposed, for Batavia, but it is now conjectured that they sailed for Kamtschatka. The frigates Aurora and Diana were last heard of at the Sandwich Islands, and there is said to be one or two vessels cruising in the South Pacific.

At Kamtschatka it is reported the Russians have fourteen vessels of war, and at Sitka a few vessels, which a late writer in a London paper says are from 100 to 300 tons, generally condemned old brigs sold on the coast; the garrison there consists of 400 men and 30 old guns. The same authority says that "two screw frigates ought to drive them out at once."

Of the allied forces, we know that the President and the La Fort are now somewhere in the north; the Pique frigate, and the Virago and Trincomalee steamers, be ongoing to the Pacific station, and the French vessels of L'Obligado and Eurydice are also cruising in the north.

By the last mail from China, we learn that the Bilton, 12, was at Foochoo; the Comus, 14, at Whampoa; and the Styx steamer at Amboy; and the Winchester, 50, at Hong Kong; the Encoun