Our Washington Correspondence.

WASHINGTON, April 12, 1856.

The Sound Dues—Consultation at the White House on the Subject of Nicaragua—The Walker-Rivas Government to be Acknowledged, if the Expedition against Costa Rica Prove Successful—Foul Play in the Affair o' the Dominican Treaty—Criminal Indifference of the United States Government to American Interests in that Quarter.

The Danish government has made official acknowledgment of the extension of time given by the United States, and express a belief that before its expiration the subject of the Sound dues will be satisfactorily disposed of. The time given is understood to be seventy days from the 15th of this month.

There is to be a consultation at the White House on the subject of Nicaragua and her recognition by this country, which will be attended by a few of the leading members of both branches of Congress. Should Walker succeed in his present expedition against Costa Rica, the independence of Nicaragua will be forthwith acknowledged by the United States. In this event Major Heiss is to succeed as Minister the present incumbent, Col. Wheeler.

It is understood that an important document, written by the President of St. Domingo to the President of the United States, with full particulars of the defeat of the treaty which was negotiated by our late Minister, through the intrigues of France and England, was intercepted and taken possession of by the British Consul, as is now revealed by the person who was to have delivered it into the hands of the American Consul at St. Domingo. If this is not carrying matters with a high hand by this English functionary, it would be difficult to say what is. Our government will be officially notified of the particulars in a few days by the Dominican government. The above statement is from a private letter in the possession of an ex-foreign Minister, who kindly furnished me with the facts. I would add to this subject, by observing the criminal indifference of our government to American interests in that quarter, notwithstanding all the information it possesses, urging an active policy, but it would be useless and would be disregard by our government, like the thousand facts already received. The Dominicans have been frequent and urgent in their solicitations for a treaty with the United States, and on two occasions, when one was framed and agreed upon, England and France stepped in, and put upon the affair their veto. Nay, they went further, and ordered the recall of the Minister negotiating the treaty, which was promptly acceded to by Mr. Pierce. They have now determined that no correspondence shall pass between the governments of St. Domingo and the United States. A pretty pass matters are coming to!

Steam Revenue Cutter for the Harbor of New York.

Mr. PELTON, from the Committee on Commerce, on Monday, April 7, 1856, made the following report:—

The Committee on Commerce, to whom was referred the memorial of the underwriters, merchants and ship owners of the port of New York, praying that an efficient steamer may be substituted for the sailing revenue cutter now employed in that vicinity, have had the same under consideration, and thereupon report:—

The memorialists set forth that, as well the particular interests of the revenue service of the United States, as the general interests of commerce in the port of New York, require that there should be attached to the revenue service, in and for such port, a steam vessel of adequate speed, strength and power, to be employed in emergencies of so frequent occurrence, when the sailing cutters of the government can render no service.

That such vessel is also required to accomplish the purposes intended by the existing provisions of law, which authorize the President of the United States to cause "revenue cutters, or any suitable number of public vessels adapted to the purpose, to cruise upon the coast, in the most severe portion of the season, when the public service will allow it, and to afford such aid to distressed navigators as their circumstances and necessities may require," and directing that such public vessels shall go to sea prepared to render such assistance.

That the necessities of navigation in the season most perilous to the property and lives exposed, require a vessel not only possessing the qualities of speed to carry assistance promptly, of strength to brave adverse winds and tides, and of safety to those navigating her, and those whom she may succor, but also possessing the power and adaptation for rescuing vessels stranded or aground, and of towing into port vessels disabled and unmanageable.

That the actual severity of the present season, and the large number of valuable ships, with numerous crews and precious cargoes, now out of time, and probably off the coast in difficulty and distress, imperatively demand some immediate action in aid of the lives and property in danger.

The general collection act approved March 2, 1799, (sections 97, 98 and 99,) establishes the revenue cutter service, and authorizes the President of the United States to cause to be constructed suitable vessels, and to commission officers, limits the number of men to be employed on board each vessel, and "requires and directs" the officers "to go on board all ships or vessels which shall arrive within the United States, or within four leagues of the coast thereof, and to demand, receive and certify the manifests," &c.

The same act, section 100, authorizes the President of the United States "to cause the revenue cutters to be built or purchased, in lieu of such as are, or shall from time to time become, unfit for further service," and provides that "all future expenses of building, purchasing or repairing revenue cutters shall be paid out of the proceeds of the duties on goods, wares and merchandise."

A subsequent act, approved March 3, 1845, annulls the authority of the President, and provides that "no revenue cutter or revenue steamer shall hereafter be built (except such as are now in course of construction and equipment) or purchased, unless an appropriation be first made by law;" and it is in consequence of this restriction that the memorialists make their appeal direct to Congress.

The disastrous shipwrecks which have so frequently occurred upon the coasts of New York and New Jersey, involving the destruction of millions in property, and frightful sacrifices of human life—among which may be enumerated the cases of the ships Mexico and Bristol, where hundreds of helpless passengers perished within a few miles of the harbor of New York—aroused the sympathies of the whole people; and in answer to their appeal, Congress promptly passed the act approved December, 1837, wherein the President of the United States is empowered "to cause any suitable number of public vessels, adapted to the purpose, to cruise upon the coast in the severe portion of the season, when the public service will allow it, and to afford such aid to distressed navigators as their circumstances may require;" and it was added, "such vessels shall go to sea fully prepared to render such assistance."

To carry into execution the requirements of this act, the secretaries of the Treasury have each year subsequently to its passage, by circular letter, required the officers of the revenue cutter service to perform that duty, it being supposed that the particular duties of that service rendered them familiar with the navigation and dangers within their respective cruising districts, and that the humane designs contemplated by Congress would be accomplished most efficiently, as well as economically, by them.

It is believed that this hazardous service has been performed by those officers zealously, and with as much success as the very limited means placed at their command would permit. Indeed, the public journals afford conclusive evidence of their exertions, as well as the hardships they have encountered, in carrying aid and succor to the distressed mariner, and to the helpless passengers committed to his charge.

The great increase of commerce at New York, the increased tonnage of vessels engaged in commercial pursuits, and the substitution of steam upon many routes, preclude the possibility of any sailing cutter affording that protection to the revenue required by law, or "to board and examine" a tithe of the vessels arriving at that port; while their small dimensions, and the fact of their being propelled by canvas alone, render them unequal to the task of affording that relief to vessels which Congress designed—particularly in cases of great emergency. During the severity of winter, vessels on approaching the coast are frequently rendered unmanageable by the accumulation of ice upon the decks and rigging, to that extent that the first severe gale from the westward, and off the land, drives them again to sea, their crews exhausted by cold and fatigue, and in many instances reduced to the last extremity for want of provisions.

As your committee are credibly informed, there are now upwards of one hundred vessels homeward bound, many of them with valuable cargoes, and carrying numerous passengers, over due at New York. And as the present month (March) is regarded as one of the most boisterous upon the northern coast, much additional loss and suffering may be reasonably anticipated, which might be avoided, partially at least, if the proper means were at hand. The amount of pecuniary loss at the port of New York, reached, in the year 1854-55, the enormous sum of ten millions of dollars ($10,000,000); from which fact, the sum lost to the revenue, and the sacrifice of life, may be readily imagined.

This subject is one not of local interest, but of general importance to the whole country—New York being the principal point from which the great avenues of commerce and of travel radiate. Reaching the extreme West, the commercial interests of that region are immediately involved in the question. Many of the enterprising merchants of the interior cities, importing their merchandise direct from all quarters of the globe, have an immediate pecuniary interest in the efficacy of the service; and most assuredly all sections of the country have a mutual interest in the preservation of human life, the loss of which resulting from the stranding of the ships Mexico, Bristol, New Era and Powhatan, with the brigs Duc de Bisgaanza and C. Baker, amounted to fully one thousand.

From the statistics furnished by the Board of Underwriters, it appears that the most disastrous shipwrecks, attended by the greatest sacrifice of human life, occur upon the coasts of Long Island and New Jersey, and within a line drawn from Montauk Point to Barnegat, and extended thence to Cape May, but chiefly between the two points first named. Along the whole line no harbor of refuge offers itself to those vessels arrested on the Long Island side by southerly, and on that of New Jersey by severe easterly gales. This line is traversed by all the large passenger vessels bound to New York, and by many bound to the Delaware bay during many months.

Thousands of their passengers and crews have perished within those limits, for want of that prompt and efficient aid required by law.

It is represented that vessels frequently, after approaching the land, are overtaken by the sudden storms which occur during the winter months, blowing directly on shore, and may be seen struggling to obtain an offing, unsuccessful in which, a total loss is the inevitable result.

No sailing cutter can approach them, but it is believed that a steamer would insure their safety. In other cases, vessels are reported as having been passed at sea in a disabled condition, and in all such instances a steamer only can afford the requisite assistance.

From the statistics referred to, it appears that in the disasters which have occurred recently within the above limits, property to the amount of two millions of dollars ($2,000,000) has been destroyed, the duties upon which would amount to five hundred thousand dollars. This [illegible] by a mere reference to a few of the most [illegible]

[illegible] government, the preservation of property in which the government has an immediate interest, and the cause of humanity, do, in the opinion of your committee, require that prompt attention should be given to this subject; and, in this view, your committee recommend the passage of the accompanying bill, as a measure necessary to carry out the requirements of the law before referred to.

Hackett Among the Nobility in Europe.

[From the New Orleans Picayune.]

INCIDENT IN THE LIFE OF AN AMERICAN COMEDIAN.

Among the many visiters to our city from all parts of our common country, who have passed the winter enjoying the hospitalities and receiving the attentions of our citizens, one of the most distinguished is the gentleman whose name we place a the head of this article. He has spent the time partly at the St. Louis Hotel and partly upon the estates of some of our neighboring planters, indulging in his favorite amusement of shooting. Occasionally yielding to the desire of his friends, he has consented to entertain the public of New Orleans with representations of some of those characters in which, years ago, on the stages of both hemispheres, he achieved so much fame and reputation as a comedian.

Though in the full vigor of his physique and intellect, Mr. Hackett, for the last ten years, has seldom been seen upon the boards, and may be said to have resolved his business more into that of an amateur than a professional actor. A native of the city of New York, he was liberally educated and was originally intended for the profession of the law, commencing its study at an early age. He however changed his mind, and engaged in mercantile affairs, first at Utica and afterwards at New York. Remarkably active and enterprising, he was for a time successful in business; but eventually becoming unfortunate as a merchant, and having from boyhood been esteemed a quick discerner of character, an extraordinary mimic and a devoted admirer of Shakspere—having withal a family to support and three sons to educate, Mr. Hackett in 1828-9 adopted the stage as his profession, and appeared at the Park theatre in the character of Jus ice Woodcock, in the musical drama of "Love in a Village." We need not go into the particulars of his successful and eminent career as an actor.

He had not long been an actor before he was able to pay off all the debts he owed at the termination of his mercantile life; and in the course of a few years he acquired a moderate independence, started his sons in the busy world, and since the demise of his wife, some ten years ago, has gradually withdrawn from the stage, except after long intervals and upon special occasions.

It may be amusing to the reader, as introductory to, and explanatory of an anecdote we have yet to relate, to know that Mr. Hackett's father was a younger brother in a family of the old Norman nobility, which settled in Holland, had been an officer in the Life Guards of the Prince of Orange, had resigned his commission and had come to America for the benefit of his health. Here he married and died within three years after his arrival.

Mr. Hackett's mother was a daughter of Rev. Abraham Keteltas, of Jamaica, Long Island, a Presbyterian clergyman, of Huguenot descent, who was distinguished during the era of the American revolution for his talents, learning, wealth, patriotism and pulpit eloquence, all which he enthusiastically and liberally devoted in aid of the whig cause, and against the tories of those "days that tried men's souls." Mr. Keteltas, after the peace of 1783, was elected a delegate to frame the constitution of the State of New York. By his mother's side, therefore, Mr. Hackett is nearly related to some of the first and best old Knickerbocker families—the Beekmans, the Livingstons and many others.

That our excellent and distinguished friend prides himself no more highly than he should on any family distinction which is his by inheritance, appears very satisfactorily in an interesting incident which we gathered long ago from a letter written by him to a friend in New York, and that we have heard him relate, and now take the responsibility of putting for the first time into print. It shows that our gifted countryman prizes American republicanism as a prouder birth right than hereditary European aristocracy.

While a guest at a splendid entertainment given him some years ago in England, whither he had carried a number of letters of introduction from several of our most distinguished statesmen to various English noblemen and wealthy commoners, in the course of conversation, another guest, a retired merchant of eminence, perhaps somewhat envious of the attention shown to Hackett, while he himself was notorious for the ambition of hanging upon the skirts of the aristocracy, thus addressed him:—

"By the way, Mr. Hackett, is what I read lately in the *Court Journal*, respecting yourself, true—that by the death, recently, at New Orleans, of the Baron of Hackettstown, Mr. Hackett, the American comedian, succeeds to that title?"

"It is true," replied Mr. Hackett, "that my cousin, Baron Hackett, has died lately, leaving no issue, and that I have become of my name and generation the last."

"Why, then, do you not take up the title?"

"Because," was the reply, "it is now merely an honorary one. Though originally derived from Hackett, known as one of the great Norman barons who shared richly with William the First in the conquest of England, according to the roll at Battell Abbey and the annals of British heraldry, the title is now extinct, and is only recognized by having, through many centuries, lastly and properly belonged to the peerage of a bygone and since disintegrated Irish Parliament. The Lords Hackett shared the misfortunes of their near kinsman, the unhappy Earl of Desmond; their forfeited estates reverted to the crown of England, under which they had been held *in capite*; and the once formidable castle of those feudal barons, in Ireland, is now only a mound of earth. Hence the title is but the shadow of a departed dignity, and one which could offer no temptation to a native New Yorker and a republican to parade, either here or there, as an appendage to his name."

"Do you place no value, then, upon the fact that you are thus descended, sir?" pursued the Englishman.

"Though it has been affirmed that "none were ever known to despise the pride of ancestry excepting such as had no claim to any themselves," yet perhaps I may be allowed here," replied Mr. Hackett, "to observe that if deeds of chivalry, done by one's ancestors, so many years ago, and which gained for them renown and vast estates, and maintained their aristocratic rank through many successive and remote ages, may, at this modern time, found a pretension to any hereditary honor, I suppose I may reasonably claim that of having descended from "an ancient and honorable family." But, born as I was, and am proud to have been, under republican institutions, I have taught myself to regard the son of the poorest peasant, or the most humble mechanic, as my equal, in every respect, of birth; and I hold that the chief distinction among my fellow men to which I, or any one, have a right to aspire, is that of achieving a just reputation, as an honest and a well-bred man, and to be worthy of associating with educated men of genius and talent, wherever, in the world, I may chance to meet them."

"Ah, ay!" rejoined the other, "as a nation, you Americans have claims upon our respect; and when certain of your countrymen have come over here and as foreigners of distinctions, have been taken by the hand by some of our nobility, they have always been admitted, by courtesy, into the upper classes of our society. But, Mr. Hackett, perhaps you are not aware that, with your attested pedigree, derived from one of the Norman barons, you might claim, by right of direct descent, an equality with our oldest and highest aristocracy."

"The title of Baron would tend rather to degrade than elevate me, at home!" replied Hackett.

"Indeed! How *so?*" exclaimed the Englishman, with surprise.

"Because," was the immediate response, "in my country—the United States—I am admitted to be a gentleman: and that is the highest rank acknowledged in society there, whereas a British baron is only the third grade of your nobility, and so ranks, relatively, below our gentleman whose essential qualification for that title are honesty and good breeding, without reference to his vocation, for, as one of your poets has truly said—

Honor and shame from no condition rise,
act well your part, there all the honor lies,

and are quite irrespective of the accidental possession of high birth, fortune, or ancestry. In fact, a gentleman in America is allowed a social parity with our nation's President, the compeer of your sovereign. At the same time, so far as manners may make a gentleman, I have often remarked, and in candor now repeat, that I can conceive of no better specimens of social courtesy, good breeding and hospitality, than I have noticed in my intercourse with some of your nobility and gentry."

One of the party, it seems, ventured to commend Mr. Hackett's national pride republican principles and logical ingenuity; but such a leveling analogy between the constitutional representative of the sovereign people of the United States and the British people's sovereign, was evidently an overdose of democracy for aristocratic stomachs. At any rate, the conversation was dropped rather abruptly at this particular point.

Personal Intelligence.

ARRIVALS.

From Charleston in steamship Marion—Capt P Sheffield, Capt Beattie; Mrs Bagley, Mrs S G Stoddard and child, C T Miller, Wm Cavers, S Abbott, F Palmer, W Hort, J B stevens, G W Cassleear, C Brady, S A Francis—and 51 in steerage.

From Savannah in steamship Florida—J Wells, J Weymis, H Cowdrd, Mrs P Stims, three children and nurse; Miss Stims, Miss McAvoy, Mrs B M Scott, Rev De Stiles, J W Wood, S W Corbin, S C Eastman, W Forsyth, S Reeves, G H Jackson, A M Jackson, Mrs Howe, J Howe Jr, H A Kent, Dr J S Merritt, Mrs Kent and nurse, Mrs S Davitt, H A Tucker—and 50 in steerage.

DEPARTURES.

For Liverpool, in the steamship Atlantic—Mr and Mrs C F Dryden and Miss Dryden, Mr and Mrs J S Griffin and child, Mr Weeks and lady, R H Burdell, Mrs R H Berdell and two children and servant, H M Store, E H Bulkley, W D Benjamin, Mr and Mrs P S Justice, Frank S Howe, Ferris, A A Turner, C Howes and lady, Mr and Mrs J Peckard and two Misses Peckards, of Albany; Wm Langdon—McCallum, J R Symms, Mrs Ferris, W N Baare, C F Livermore, H B M'Cauley, Mr and Mrs G E Schultz and three children and nurse, J A Catorne, Ashburner, T Hiller, C N M'Cune.—Friedlander, S Henry I. Dagrow, Mrs Brolly and child, Wm Taylor, Wm M Waterbury, P McNeil Collins, Mobile; B Savazo, J B Engish, Madam Genit, J B Allen, H B Clark, B Bauseman, Penn; J J Slade, Jr, of London; W Scherer, Mr Scherer, Jas Barcmore, Wm Wagner, Wm Gibson, Geo B Reese, Phila; Wm M Mayl, A Debatis, W Jassin, Mr Peck, Mr and Mrs A Kemp, Senor Don Gdeipho, Peres Jones, Mobile; D D Foote, T T Turnstall, G J Kraft, Mr and Mrs H Keiser, P Nickerson, Boston; E S Sherman, Lieut A McRae, Chas Bullett, James Jamesen, Manano Payal, Mr and Mrs Manuel Muniz, New Orleans; J Raphael, L Lowenbal, Mrs Cole, Mrs Cheesney, Miss Weber, P Bornstein, Miss A Ragran, C Ragran, R Ragran, Mr A Ragran, Timothy Coleman, Maurice Andrae, Theodore Leming, J Simonson, Wm Hatcher, Ill; Mr and Mrs Jacob Kurz—Total, 105.

For Savannah, in the steamship Knoxville—Eli Mygatt, Jr; Miss Isabella Carter, Mrs J L Saulsbury, Mrs Thos Harrold, H T Greenwood, Mrs O'Brien, Samuel Dayton, William H Bullock, A T Gray, B Wilkinson, Lewis B Brown, Mr Thompson, Charles Bruff, B Tenner, Charles A Mills, T W Townsend, Wm Brown and lady, Q L Harvard, John H Lewis, Joseph G Babcock, D J Sheffield, Rev John Pierpont, E W Martin, T McKenna, Richard L Miller, Mrs Caroline F Medberry, William A Dickinson, S W Russell, Miss Bradley, E R Carroll.

For Charleston, in steamship Marion—Mr Rutgers and servant, M Taylor, Jno Carling, Mrs Capt Urquhart, Miss Urquhart, Miss Post, Mrs Gamage, Capt J H Craigmiles, P M Craigmiles, J Z Lindsay, Chas M Frye, Chas Abel and lady, L Felton, Jno R Felton, E A Preston, B Ford, Wm Haskins, S G Glover, Z R Glover, Dr Beaty, Dr W Warne, Mrs C H Simson, G B Browne, J C Jones, T A P Horton, C L Mather, Miss Weld, W I Wilcox, Jr, B C Andrews, W N Spencer, H I Babson, M G Harper, C W Brown, Mrs W T Gilpin, H Spring, Miss R B Butler, L V Wessel, Jr, — Fowler, A A Congdon, M S Wilbur, S T Amsbury, P W Scarborough, Gill Hayes, P V Dibble, S C McIntire, S Allaire, W T Thomas, Thos L Coate, R L McCune—and six in the steerage.

For Norfolk &c., in steamship Jamestown—Capt J T Sturdevant, J Burton, W O Thompson, L Hunington, C Weber, A Priest, C Savage, W E Chapman, H L Kemble, J Koelih, J E Monk, Mrs Dean, nurse and two children; Mrs M Ferris, Miss E K Fowler, F Mirgesheimer, J T Halleu, Mrs D Mirgea elmer and two children, S C Winter, G Sawer, E P Stearns, Capt McClumer, U S N; Gen P Pitchett and lady, C V Smith, S Lane, Miss M Dawson, T Bush and lady and child, Miss C W Parsons, Miss E Nightingale, W S Smith, R Nichols, J L Dunning, C Fearon, A Burke, Mrs S H Green, Mrs Irwin and child, Mrs M Burley, Miss N B Gray—13 cabin and 23 in the steerage.

Our Nicaraguan Correspondence.

GRANADA, NICARAGUA, March 13, 1856.

Granada—New City on the Lake—Town Lots—The Trade Wind—Review of the Troops—Their Effect on the Envoy from San Salvador—The Chamoristas Chopfallen—The American Minister and his Position—General Walker—His Pending Propositions with Great Britain on the Mosquito Question.

Through the kindness of some friends on shore, horses were held in waiting for our party, and as soon as we had picked our way over the open beams of the new wharf, brushed aside the hotel runners, and responded to the recognitions that hailed us on every side, we mounted and pattered away on our little cat-like horses towards the town. After a short turn up the beach we entered a leafy and umbrageous path, and following it for the distance of a quarter of a mile emerged into the open road, which gave us a glimpse of the city, about a mile further on. On entering it we found Granada to be a drowsy, quaint old Spanish town, of narrow streets and spacious tiled-roof houses, dominated over in every quarter by lumbering cathedrals, gray with age and crumbling with decay, all dozing quietly together in the cheerful Sunday morning's sun, and looking as if they never would wake up. From the bell tower of one of these rusty religious edifices, to which, after a comfortable breakfast at Manowill's Hotel, I had enterprise enough to climb, I saw that the city sat in a broad plain, backed by a lofty range of noble mountains towards the west; while to the northeast spread the grand lake which shares the title of the State, and over whose crisp waves there continually blows the vigorous breeze which gives constant agitation to its surface, and refreshing breath and temperature to the otherwise stifling town. This breeze is the strong northeast trade wind, which blows faithfully from the Atlantic, and which, condensing its moisture on the elevated ridges of the country, returns the store backward in innumerable streams that find their way to the Caribbean Sea. Calculating by the eye, I judged the back line of mountains to begin their upward slope about four or five miles from the town, while, as I have said before, the plain that separates its outskirts from the shore is about a mile or a mile and a quarter in breadth. This platform, however, though heretofore under the dominion mainly of such vegetation as wild tropical nature delights in, is now appropriated by the speculating invaders to finely drawn plans of new town lots, and we may soon expect to see the verdant chapparal give place to clapboards and peaked roofs, while the old town will sink to the reputation of the Spanish suburb.

Looking down from where I stood, there was nothing interesting in the town itself. It was a mere litter of brown tiles and gray, religious turrets, while the broad blaze of the now strengthened sun spread between it and the eye a painful film of boiling, quivering heat. There was but one feature of relief, and that was the broad plaza in the centre, from which floated the Nicaraguan flag, near General Walker's quarters, and the brilliant folds of the beloved stars and stripes which waved before the house of the American Minister.

The rattle of the drum soon brought me down and took me to the plaza, where the entire body of the new recruits, brought by La Virgin, were mustered forth in connection with most of the force already stationed in the city. It was an animated spectacle, and I every white face that gazed upon it wore a cheerful look. Indeed, the reinforcement was much needed. The slackened emigration of the two previous steamers had given hope to the Chamoristas or malcontents, and they had begun not only to persuade themselves that the cause of Walker was declining with his countrymen, but to entertain plans of resistance and revolt. Accustomed to continual political changes, and the successive overthrow of government after government, these short-sighted people had almost persuaded themselves that the limit of American control had come, and they began to exhibit an insolence of manner to single soldiers passing through the streets, which gave a world of warning, and at the same time severely tested the good sense and patience of the troops. Now, however, everything is changed. The chopfallen Chamoristas suddenly became pliantly civil, or sullenly respectful, and the glee passed from their faces to those of their brown brethren of the democratic faction.

It so happened that an envoy from San Salvador had just arrived in town, with directions to demand, in the name of his government, to what extent Nicaragua intended to increase her standing army. He stood on the plaza, in the foreground of the crowd, when the first company of new recruits marched in; but before the whole had taken their positions he withdrew behind; with an exclamation of "*Muchos soldados!*" he shook his head and walked reflectively away. His face does not indicate him to be a man of much ability, but he is said to have won his position of Colonel in the army by many feats of bravery, and it is not improbable, therefore, that he was selected for this desperate mission among the tigers of the North as the only man who had courage enough to come. He has, since the above spectacle, so slackened in his tone, and shown so much respect to General Walker and his power, that he is, perhaps, afraid to go back, for I am credibly informed he has asked for a commission in General Walker's army.

From the plaza I called on Colonel Wheeler, the American Minister, and delivered to him a number of letters that we entrusted to my care.

It is hardly necessary for me to say that I find him high in the estimation of the best people of all parties here, and possessed of an influence which renders him efficient, as well with all classes of the native population, as with General Walker's government. It would be a fatal mistake for the United States government to remove him from his present useful position, for I am well persuaded that such an insult would not only widen the breach with Nicaragua, but deprive American citizens in this country of that protection which may become so necessary to all men with white faces, during the agitations which are now impending throughout Central America. I am also persuaded that were he removed, no other minister would be received here.

From Colonel Wheeler's I went to the government House on the plaza, in order to pay a visit to General Walker. When he appeared in answer to my name, I could not help saying—"Well, General, though I came prepared to see you, you really take me by surprise." Indeed, though in the habit of seeing him daily for a long time in California, I found something in his face that I had not observed before, and I may add, that I never saw him look so well. There was the same genial smile, the same quiet cordiality of manner, the same mild, musical and even tone of voice, the same simple, unostentatious bearing; but his lower face, which had previously been full, had been reduced by thought, and the intellectual portion of the head loomed above it like a globe. His eye, too, which I had always recognised as fine, seemed to have expanded and strengthened under the new responsibilities of mind, and exhibited new grasp as well as the repose of conscious power. Pale blue in color—so pale as, with some, to pass for gray, it is full of limpid light and deep expression. Though penetrating, it cannot be called keen or sharp, but it makes its way to the observer's mind by the slow, steady pressure of unwavering volume. Altogether, for a man so utterly unstudied in display, I never saw one of more impressive presence, and it is difficult to conceive, even while looking at him, that he does not stand more than five feet six. It may strike some that it was possibly my imagination acting on the General's new position that made this improvement in him to my eyes; but I have came into contact with too many men, whom the world calls great, to be easily affected in that way; and I have learned, also, that while the imagination of an observer does undoubtedly find new graces in a thriving man, that there is really an advance of twenty-five per cent in the good looks of any man of mark whom success helps to a knowledge of himself.

It is not necessary, however, to study General Walker's countenance for proofs of his ability—they are found much more abundantly in his career; and, if I am not greatly mistaken in him, they will appear still more abundantly in those portions of his life that are yet to come. His presence where he is, the numbers by which he has surrounded himself, the absolute authority which all cheerfully concede him, the love and the fear which he inspires, the charm by which he keeps an idle army faithful without pay, and unmurmuring without action, is a proof of qualities which stamp him worthy of command, and which will easily bear him through all such casual errors as are inevitable to the complications of the great task he has undertaken. In short, he has already overcome the main dangers of his mission; and, as I remarked in a previous letter, "he cannot now make mistakes enough to fail."

As it is is, however, he depends almost entirely upon himself—seldom seeking advice, and working from 6 in the morning till 10 o'clock at night. His only relaxation is the ride he takes every afternoon, (with an orderly behind him), and the interviews he grants during the course of the day. I have but one thing which I wish to add in relation to him, and that is that he does not come under the head of what the world generally calls a smart or cunning man. I do not believe he ever performed a cunning act in his life. His qualities are too broad for that, and it can be relied on that whatever oblique speculations may be made upon the movements of his government, whether in stocks or otherwise, by parties who pick up information through his favor, he will be entirely free from all cognizance of, or implication in the matter himself.

The apartments which he occupies in the Government House are spacious, and the road to them is continually swarmed with young officers, in elegant new uniforms, which, despite the climate, they persist in wearing all the while. I say "young officers," but without necessity for such distinction, for there are no old ones here—the general's age, which is barely thirty-two, being much beyond the average, both of his council and his camp. Indeed, I do not think the average will exceed twenty-five; and yet this swarm of boys are equal to the sound foundation of an empire that will last for ages, and perhaps be the admiration of the world.

It is impossible for any reasonable vision not to see that the great steps towards this conquest have been already made, and that already the Walker-Rivas government in Nicaragua is a fixed political fact. Yet the United States, whose duty it was first to see it, shews absolute diplomatic blindness to the fact, and intends to pass to Great Britain the honor of being the first to encourage and to recognize the republican redemption of this portion of the continent.

And let our government be informed that such a result is perhaps neither chimerical nor distant. As far back as six weeks ago, a British commodore, (Tarleton,) who sailed from Greytown to Great Britain, bore propositions from this government which, it is confidently expected, will be acceded to, and result in a recognition and a treaty.

These propositions agree to settle the Mosquito question on the following terms:—"By allowing the Indians to reserve to themselves, out of the lands heretofore claimed or occupied by them on the eastern coast of Central America, a district of country and the jurisdiction over the same, to be bounded as follows, namely:—Beginning on the shore of the Caribbean Sea, at the mouth of the river Rama, which is (according to Bailey's Map of Central America, published in London, November, 1850,) 11 degrees 34 minutes north latitude, and 83 degrees 46 minutes west longitude; running thence due west to the meridian of 84 degrees 30 minutes west longitude from Greenwich; thence due north on the said meridian to the Rio Segovia; thence down said river to the Caribbean Sea; and thence southerly, along the shore of said sea, to the place of beginning; relinquishing and ceding all the remaining lands heretofore claimed or occupied by them, and all jurisdiction over the same;" in consideration of ten per cent of all the import duties levied and collected at the port of Greytown for the term of three years, to commence at the date when Nicaragua takes formal possession of the port of Greytown.

These are the very terms which were offered to Nicaragua for the settlement of this question by Great Britain and the United States on the 30th April, 1852, and which though then rejected by Nicaragua as being offered without warrant on the part of those powers, are now proposed on his own part to Great Britain by General Walker. If agreed to, it will be a fortunate arrangement, for the Indian reservation is no more than what would be voluntarily conceded to them by the dictates of humanity, and the three years will slip speedily away. I need not suggest what will be the mortification of our government should this proposition be attended with success.

Young America in Australia.

[From the Mirror.]

GEORGE FRANCIS TRAIN.

We have selected the subject of our present sketch, as a most creditable representative of the young American merchant—of that Young America which pours its energies through all the channels of commerce in all quarters of the globe—which, at home or abroad, upholds the high character of its country—which is ready to plant itself wherever great achievements await it, whether amid the furs of the Northwest, or on the quays of the seaboard; now ploughing the Arctic ice, or searching for new points of developement under the equator; now carrying our flag and institutions, to erect them on the yellow rocks of California; or, as if not finding room enough within our own boundless domain, aiding to establish a new port, build a new city and create a new commerce on the golden soil of Australia.

George F. Train was the oldest son of Oliver Train, who, for many years prior to his decease, was a successful merchant in the city of Boston, where his son George was born, on the 24th day of March, A. D. 1829. In the year 1851, or '52, Oliver Train removed, with his family, consisting of his wife and three children, from Boston to the city of New Orleans.

During the first year of his residence at the South, the yellow fever prevailed in its most aggravated form, and among its victims the entire family of Oliver Train was numbered, with the isolated exception of the subject of this notice. After Mr. Train had buried the whole of his family but George, and a short time before his own death, in the hope of saving his only remaining child from a similar fate, he committed him to the care of a captain of a sailing vessel bound to Boston from the port of New Orleans, to be restored to the surviving relatives of his deceased mother. Thus, at the tender age of five years, bereft of father, mother, brother and sister, this friendless child in a strange land commenced the voyage of life alone. Though too young, perhaps, to be much influenced in character by the unpropitious and forlorn circumstances in which his career began, yet his subsequent life, successful in an eminent degree, and unmindful of difficulties, which, however formidable to others, serve but to stimulate him to conquer them, seems to give evidence that the severe training of his childhood had given him strength, hardihood and resolution.

Arriving in safety at the city of his birth, after a protracted voyage of many weeks, he was committed to the care of his grandmother on the maternal side, who then resided and still resides at Waltham, Massachusetts, and by whom he was reared with a tenderness and watchfulness that could only be looked for from the mother that gave him birth. This venerable woman, who still survives to witness the success of her protege, gave him the advantages of all the education which, at that day, was to be acquired in a New England town. Remaining with his grandmother until fifteen years of age, he grew restless under the state of dependency he felt himself to be in, and determined thenceforth to achieve his own success. He went to Cambridgeport, in his native State, where he soon obtained a situation as clerk in a provision store.

There he remained till nearly seventeen years old, when, concluding that Cambridgeport did not present a sufficient field of enterprise for his growing aspirations, he set out for Boston. His desire was soon gratified in obtaining a clerkship in the countinghouse of Enoch Train & Co., the eminent shipping house of Boston. The position he rapidly attained there is best told by the fact that at the age of twenty-one he was sent by Col. Train to Liverpool to take charge of his branch house in that city, and which young Train managed with consummate ability for a year. On his return, he assumed his old position in the Boston house, and at the age of twenty-three was assigned an interest in its business, where he remained till February, 1853.

In October, 1851, Mr. Train was married, at the West, to the eldest daughter of Col. George T. M. Davis, and in February, 1853, they embarked for Melbourne, Australia—he with the view of establishing the house of Caldwell, Train & Co. In 1854 he purchased the interest of Mr. Caldwell, and the firm was changed to that of George F. Train & Co., which is its present title.

Of the many American houses that were established in Melbourne during the gold fever of 1853, that of Geo. F. Train & Co. is the only one marked by distinguished success. It is now regarded, both in the United States and throughout Great Britain, as the leading American house in that colony.

When the celebrated White Star Line of clipper ships was established by Messrs. Pilkington & Wilson, of Liverpool, they selected the house of Geo. F. Train & Co. as their agents at Melbourne, and to which their vessels are still consigned. The commercial connections of this house embrace many of the most eminent names throughout Europe. Its success may be said to have been almost without a parallel, especially when it is remembered that its founder and principal manager is but just entering on his twenty-seventh year.

Undoubtedly, Mr. Train is largely indebted for his success to the admirable mercantile education he received in the house of his uncle. The Boston *Post*, in copying an article from the Melbourne *Age* on "American Enterprise," introduced it with the following remarks:—

It is with pride and pleasure we copy the following evidence of the intelligent enterprise and merited success of a young Boston merchant on the other side of the world. Mr. Train is a graduate of the large and honorably distinguished house of Train & Co., a house whose senior partner, Enoch Train, Esq., has done as much to advance the business of Boston, improve her marine architecture and develop all those elements of a high and useful mercantile character as any citizen whose name was ever recorded in a Boston directory. Liberal, sagacious, decisive; those who have received their business education in his counting house have had a high example before them, and those who have been capable of appreciating it and who are enough to follow it, like the gentleman who now excites the commendation of the people of another nation, have reaped rewards but rarely attained.

Notwithstanding the important interests upon his hands and his devotion to business, Mr. Train, by some miracle of industry, has found time for extensive reading and scholastic attainment and perfected his pen in an easy and graceful style, and speaking as if elocution had been one of the chief objects of his study. To these qualities we may add the more endearing ones of strict integrity, great moral worth, and habits of life without a blemish. Throughout the colony, and amongst all classes, he is a universal favorite. He was urged by the mining interest to represent them in the colonial Legislature, but his consent could not be obtained. The unanimity with which this nomination was tendered him, is the best evidence of the respect and confidence entertained for him by the great interest of the colony. On the occasion of his recent departure from Melbourne, the prominent merchants and citizens of that place gave him the testimonial of a public dinner, and the speeches then delivered exhibited their high appreciation of his qualities and bearing as a merchant and a man, and of his invaluable services in advancing the best interests of the colony.

After a residence of three years in the island-continent of the South, during which brief time he has accomplished so much, Mr. Train resolved to visit his native land. In the first of a series of letters to the NEW YORK HERALD, now in progress, he says:—

I am now bound to Batavia, and after taking a look at the Island of Java, shall proceed to Singapore, *en route* for China and Manila, and I shall try and give you a page or two from Hong Kong, Canton, Shanghai, and, if possible, from Japan; after which I shall visit Penang, Madras, Calcutta, and, if time permit, pass through the interior of Bengal to Bombay; then down to Ceylon, and on to Aden, up the Red Sea to Suez, over the desert to Cairo and Alexandria; thence to Constantinople, Sebastopol and the Black Sea ports, returning by the way of the North of Europe, France and England to New York, which, with the ground I have already been over, ought to make me something of a traveller. I am taking the tour purely for information, and to get a little practical illustration of my theoretical reading.

His subsequent letters from Java and Malacca are filled with graphic descriptions, and important commercial and statistical information, not elsewhere to be obtained. We hope, when Mr. Train reaches this country, that, notwithstanding the success which has crowned his efforts abroad, he will conclude no longer to expatriate himself. Though proud of such men to represent us abroad, we cannot afford to lose their services at home.

We have spoken of Mr. Train as an exalted type of that vigor, energy and daring enterprise that characterise our Young America. We cannot do better than, in closing this article, to allow him to give his own ideas upon this subject, by extracting a portion of his speech at Melbourne on the Fourth of July last, in response to a toast given to "G. F. Train and Young America." After tracing the descent of Young America for a thousand years, in a condensed, but eloquent review, he exclaims:—

But it the retrospective view has dazzled us, how much more astonishing is the present. When our thirteen little States are rolling on towards forty living republics, bound together as one nation; when our three millions have grown to th