THE NEW YORK HERALD.

WHOLE NO. 8127. MORNING EDITION—SATURDAY, DECEMBER 4, 1858. PRICE TWO CENTS.

THE PARAGUAY EXPEDITION.

The Departure of the Steam Vessels of War.

THE RENDEZVOUS AT BUENOS AYRES

Origin of the Difficulties, and on What Terms They are to be Settled.

Sketches of Commodore Shubrick, Commander Page and Judge Bowlin, &c., &c., &c.

Two war steamers—the Atlanta and the Caledonia—left this port on Thursday last for the purpose of joining the squadron that is rendezvousing at Buenos Ayres, and that is destined to act against Paraguay. They will first land Gen. Paez and the Venezuelan Commissioners, who are now on board as guests of the nation, at Laguayra, and then they will make the best of their way to Buenos Ayres. When they arrive there they will probably find the squadron in full force. The only vessels of the squadron that they have left behind them are the Metacomet and the M. W. Chapin (and these were to have sailed from Philadelphia yesterday), the Memphis, that went into commission yesterday at the Brooklyn Navy Yard, and that will be ready to sail in about a week hence, and the steamers Canada and America that are now at Greenpoint, Williamsburg, undergoing repairs and alterations. These last will also be fitted out for sea with all despatch, and sent to join the rendezvous at Buenos Ayres.

There will be then collected in that harbor the largest squadron that has ever floated under the American flag, if we except that which was stationed in the Gulf of Mexico during our war with that republic. It will consist of the following vessels:—

	Officers.	Men.	Guns.
Frigate Sabine	45	600	50
" St. Lawrence	40	500	50
Sloop-of-war Falmouth	20	250	20
" Preble	30	150	16
Brig-of-war Perry	10	80	6
" Bainbridge	10	100	10
" Dolphin	10	80	6
Steamer-of-war Fulton	12	100	5
" Water Witch	10	140	4
Steamer Harriet Lane	10	80	2
" Memphis	10	60	2
" Atlanta	10	60	2
" Caledonia	10	60	2
" Westernport	10	60	2
" Southern Star	10	60	2
" Metacomet	5	30	1
" M. W. Chapin	5	30	1
" America	10	60	2
" Canada	10	60	2
Storeship Supply	15	50	1
" Release	15	50	1
Total	317	2,660	187

THE FRIGATE SABINE.

The Sabine, which is the flag ship of the squadron, is one of the new frigates built by order of Congress, but which lay so long unlaunched at the Navy Yard in Brooklyn. She was launched in 1855, and has only gone into commission quite recently. She sailed from New York at noon of the 16th of October last, bearing the pennant of Commodore Shubrick, and having on board the Hon. James B. Bowlin, United States Commissioner to Paraguay, and Mr. Samuel Ward, his Secretary of Legation. After experiencing a terrible gale she put into Bermuda for repairs, and sailed thence on the 9th ult. for Buenos Ayres. Subjoined is a list of her officers:—

Flag officer—Wm. B Shubrick, commanding Brazil squadron and Paraguay expedition.
Captain—Henry A. Adams, commanding Sabine.
Captain of the Fleet—Commander Thos. Jefferson Page.
Commander—Percival Drayton, ordnance officer.
Lieutenants—M. Woodhull, executive officer; Charles S. McDonough, George P. Welsh, Wm. H. Murdaugh (flag), Wm. Gibson, R. F. R. Lewis, L. H. Newman, W. P. McCann.
Fleet Surgeon—James M. Greene.
Purser—John F. Steele.
Captain of Marines—Robert Tansill.
First Lieutenant of Marines—Chas. A. Henderson.
Second Lieutenant of Marines—Thos. S. Wilson.
Passed Assistant Surgeon—James F. Harrison.
Assistant Surgeon—J. C. Bertolette.
Chaplain—Rev. John Clarke.
Commodore's Secretary—Thos. Jefferson Page, Jr.
Captain's Clerks—L. M. Goldsborough, Jr., John Page.
Purser's Clerk—John M. Falk.
Boatswain—Paul Atkinson.
Gunner—James M. Cookes.
Carpenter—Wm. D. Jenkins.
Sailmaker—John Joines.
Master's Mates—Valentine H. Voorhees, Daniel Dunsmore, Charles W. Lawrence, John C. Robinson, Wm. G. Roche, James E. Towers.
The crew consists of 420 men and 106 marines.

THE FRIGATE ST. LAWRENCE.

The St. Lawrence is now the flag ship of the Brazil squadron, of which Commodore French Forrest has the command in chief. She was built at Norfolk, Va., in 1847. The following is a list of her officers:—

Flag Officer—French Forrest.
Captain—J. B. Hull.
Lieutenants—P. U. Murphy, J. H. Parker, H. C. Blake, William P. Buckner, J. G. Walker, W. H. Dana, E. E. Potter.
Fleet Surgeon—S. Barrington.
Passed Assistant Surgeon—George Peck.
Assistant Surgeon—F. L. Galt.
Purser—C. W. Abbot.
Chaplain—M. R. Talbot.
Major of Marines—J. G. Reynolds.
Second Lieutenant Marines—A. W. Stark.
Midshipman—R. L. Phythian, R. R. Wallace, W. E. Evans, W. S. Shryock.
Boatswain—Wm. Smith.
Gunner—Asa Curtis.
Carpenter—W. F. Laighton.
Sailmaker—George Thomas.

SLOOP-OF-WAR FALMOUTH.

The sloop-of-war Falmouth was built at Boston in 1827, and has been for a number of years in commission. She belongs to the Brazil squadron. The following is a list of her officers:—

Commander—E. Farrand.
Lieutenants—Edward W. Rogers, W. W. Pollock, S. R. [illegible], W. [illegible] Kirkland.
[illegible] J. Abercrombie.
Assistant Surgeon—W. H. Page.
Second Lieutenant Marines—C. A. Hebb.
Boatswain—E. B. Bell.
Gunner—F. A. Cunningham.
Carpenter—John Stimpson.
Sailmaker—John Wadsworth.

SLOOP-OF-WAR PREBLE.

The sloop-of-war Preble was built in Portsmouth, N. H., in 1839. She was at Cherbourg at the time of the imperial *fêtes* given in honor of the opening of the great Napoleon docks of that arsenal. She sailed from Norfolk, Va., for Buenos Ayres, on the 13th of November, only carrying eight guns mounted—four 32's and four 68's—so as to allow her to cross the bar at the Parana river. The rest of her armament—in all sixteen guns—was to be sent out in the storeship. Her officers are:—

Commander—Thornton A. Jenkins.
Lieutenants—A. Bryson, Robert D. Miner, R. Randolph Breese.
Passed Assistant Surgeon—J. Y. Taylor.
Purser—Wm. W. J. Kelley.
Second Lieutenant Marines—H. L. Ingraham.
Acting Boatswain—H. P. Grace.
Acting Gunner—Joseph Swift.
Carpenter—J. C. Myers.
Sailmaker—D. C. Brayton.

THE BRIG PERRY.

The brig-of-war Perry sailed for the coast of Brazil on the 16th of February last, and is now cruising there. Like the St. Lawrence, she was built at Norfolk, Va., in 1843, and was laid up there for the last four years. The following is a list of her officers:—

Lieutenant Commanding—R. L. Tilghman.
Lieutenants—W. T. Truxton, J. J. Cornwell, E. C. Grafton.
Passed Assistant Surgeon—J. W. B. Greenhow.
Midshipmen—T. K. Porter, W. N. Allen.

THE BRIG BAINBRIDGE.

The Bainbridge sailed from Norfolk for the coast of Africa on the 17th of May last, cruised about on that coast for some months, and sailed from Porto Praya for Montevideo on the 13th October. She was built in Boston in 1842. Her officers are:—

Lieutenant Commanding—F. B. Renshaw.
Lieutenants—G. A. Stevens, S. S. Basset and Wm. F. A. Campbell.
Acting Master—A. Hopkins.
Passed Assistant Surgeon—E. Wysham.

THE BRIG DOLPHIN.

The Dolphin sailed from Boston for the Gulf of Mexico on the 7th June last, and there fell in with and captured the slaver Echo, with a cargo of Africans on board. She carried her prize to Key West, and sailed thence for Boston on the 24th of August. She was there put in commission for Paraguay, and sailed to join the squadron on the 15th of October. She was built in New York in 1836. Her officers are:—

Commander—Charles Steedman.
Lieutenants—L. Paulding, John V. McCullom, Charles Flusser, E. P. Williams.
Assistant Surgeon—A. L. Gihon.

WAR STEAMER FULTON.

The Fulton is a side-wheel steamer of five guns, and is rated as of the third class of that kind of vessel. She was built in New York in 1837, and was put in repair in Washington in 1857. She carries one 11-inch shell gun, on a pivot, and four nine-inch guns broadside. She also carries two boat howitzers. She sailed from Norfolk on the 5th of October last. Her officers are:—

Lieutenant Commanding—John J. Almy.
Lieutenants—Miles K. Warrington, J. B. Stewart, Robt. Selden, M. C. Campbell.
Purser—R. H. Clark.
Passed Assistant Surgeon—H. O. Mayo.
First Assistant Engineer—Harman Newell.
Second Assistant Engineer—J. A. Grier.
Third Assistant Engineers—W. P. Burrow, J. P. Houston, J. De Kraft.

WAR STEAMER WATER WITCH.

The Water Witch belongs to the same class of side-wheel steamers as the Fulton, but is only registered for two guns. She only carries one nine-inch gun on a pivot and three boat howitzers. She was built at Washington in 1845. It is in connection with her that the principal difficulty with Paraguay has arisen, as she was the surveying vessel that was fired into from Fort Itaperu. Her officers are:—

Lieutenant Commanding—Robert B. Pegram.
Lieutenants—A. Barbot, D. A. Forrest, E. T. Spedden, F. H. Baker.
Passed Assistant Surgeon—Charles F. Fahs.
First Assistant Engineer—W. C. Wheeler.
Second Assistant Engineer—R. N. McClery.
Third Assistant Engineers—R. B. H. Wharton, B. E. Chassain, C. A. Chipley.

STEAMER HARRIET LANE.

The Harriet Lane is a United States revenue cutter—side-wheel steamer—that was built by order of last Congress for the use of this port. She carries one large shell gun, and is officered from the revenue corps. Her officers are:—

Captain—John Faunce.
Lieutenants—A. D Stanford, D. C. Constable, J. W. Wilson, Bushrod W. Frobel.
Surgeon—Angelo Tonsi.
Purser's Clerk, in charge—Edward Willard.
Captain's Clerk—Vincent P. Travers.
Chief Engineer—J. R. Dryburgh.
Assistants—Walter Scott, Charles G. Dale, J. T. Webster, Azall Meeker, Robert A. Habersham.
Orderly Sergeant—George W. Robbins.
Acting Boatswain—Joseph Lockman.
Acting Gunner—Thomas Cole.
Carpenter's Mate—Isaac Main.

STEAMER MEMPHIS.

The Memphis is a propeller that has been chartered for the expedition. She carries two guns of large size. She was built in Philadelphia, of oak, in 1853, and was thoroughly overhauled in 1857. She draws eleven feet of water, and has a direct acting engine of 250 horse power, with one cylinder of forty inches and forty-two inch stroke. She went into commission at the Brooklyn Navy Yard at one o'clock yesterday afternoon, and will be despatched in the course of a week. Her officers are:—

Commander—John R. Marchand.
Lieutenants—Charles W. Hayes, Jos. B. Smith, Austin Pendergrast, Oscar F. Stanton.
Purser—C. C. Jackson.
Assistant Surgeon—E. R. Denby
Captain's Clerk—Edward A. Birnie.
Purser's Clerk—W. L. Bennett.
Engineer—Wm. Roberts.
Assistant Engineers—J. McElwell, Thomas J. Cronin, George H. Riley.

STEAMER ATLANTA.

The steam propeller Atlanta was also built in Philadelphia in 1853. She is of 495 tons burthen, and has a direct acting engine of 250 horse power, with a 40 inch cylinder, and 42 inch stroke. She had a new engine and boiler put in last year, and was recaulked and fastened throughout. She draws 11 feet of water, and carries two guns of large calibre. She sailed from this port in company with the Caledonia yesterday. Her officers are:—

Commander—Daniel B. Ridgely.
Lieutenants—John Downes, George H. Bien, J. R. Egglesten, H. M. Garland.
Passed Assistant Surgeon—J. M. Browne.
Second Assistant Engineer—Thos. J. Jones.
Third Assistant Engineers—W. S. Thompson, E. B. Latch, W. H. Glading.

STEAMER CALEDONIA.

The Caledonia is a consort of the Atlanta, and was also built in Philadelphia in 1853. She is a screw propeller, schooner rigged, of 435 tons burthen, and has a vertical engine with a cylinder of thirty inches in diameter. She carries two guns. Her officers are:—

Commander—Augustus L. Case.
Lieutenants—Wm. A. Webb, N. H. Vanzandt, Henry Wilson, Edward P. McCrea.
Passed Assistant Surgeon—Washington Sherman.
Second Assistant Engineer—J. S. Albert.
Third Assistant Engineers—G. F. Kutz, Z. K. Rind, F. J. Lovering.

STEAMER WESTERNPORT.

The steam propeller Westernport is also Philadelphia built, and is of the same burthen and draught as the Caledonia—the four last mentioned propellers having belonged to Cromwell's line of steamers. The Westernport sailed from this harbor on the 1st of December, having the following officers:—

Commander—Thomas J. Hunter.
Lieutenants—J. S. Puelps, J. Young, A. E. Benham and Charles H. Cushman.
Purser—James K. Harwood.
Second Assistant Engineer—M. P. Jordan.
Third Assistant Engineers—George J. Barry, M. H. Plunkett and Wilson K. Purse.
The Westernport carries two large nine-inch guns, twelve officers, sixty sailors and twelve marines.

STEAMER SOUTHERN STAR.

The Southern Star is a steam propeller of 544 tons burthen, drawing ten feet of water. She has two decks, a direct acting engine, with two cylinders of 23 inches and 26 inch stroke. She was built this year in Murphysboro', of oak. She sailed from Norfolk the first week of November, carrying two 11-inch guns and one howitzer. Her officers are:—

Commander—A. M. Pennock.
Lieutenant and Executive Officer—John Wilkerson.
Lieutenants—James A. Roebelle, Bayard E. Hand, Jas. A. Greer.
Assistant Surgeon—John Vansant.
Captain's Clerk—John C. Rogers.
Purser's Clerk—Chas. N. Frost.
Engineers—First Assistant and Acting Chief, Alexander Henderson; Third, Landen Campbell, Robert A. Copeland, Oscar A. Lacky.

STEAMER METACOMET.

The steamer Metacomet is getting ready for sea at Pensacola. The Metacomet was built in New York in 1854, and is 395 tons burthen. She is a side-wheel steamer, and has a vertical engine with one cylinder thirty six inches in diameter and ten feet stroke. The hull is built of oak and chestnut and fastened with copper and iron. She is schooner rigged, and her draught is five feet. She carries one gun. Her officers are:—

Lieutenant Commanding—Wm. H. Macomb.
Lieutenants—James H. Moore, —— Fairfax, Greenleaf Cilley.

STEAMER M. W. CHAPIN.

The steamer M. W. Chapin was built in Philadelphia in 1856, and is 230 tons burthen. She has a vertical engine, with one twenty-four inch cylinder and two feet stroke. The hull is built of oak, and is fastened with iron and copper. She has one deck, and draws six feet of water. She carries one nine-inch gun.

The following are the names of her officers:—

Lieutenant Commanding—William Ronckendorff.
Lieutenants—James E. Jouett, John Walters, J. W. Dunnington.
Acting Master—A. F. Crossman.
Second Assistant Engineer—Ten Eyck Biles.
Third Assistant Engineers—George D. Lining, E. L. Dick.

STEAMERS AMERICA AND CANADA.

The steamers America and Canada, that are now undergoing repairs at Greenpoint, were built in 1854 for the Great Western Railroad of Canada, and were used for the navigation of Lake Ontario. When the Great Trunk Railroad of Canada went into operation these boats were no longer needed, and were sold to N. P. Stewart, of Detroit, their present owner. They have been chartered by the government at $4,000 a month, and are to be used for carrying artillery and stores, but not troops, to Paraguay. Their model is like that of the Sound boats. They are 300 feet length of deck, 38 feet beam, 15 feet hold, will carry 1,800 tons, and accommodate 800 passengers. Their draught is from nine to ten feet. The officers that have been told off for the America are:—

Commander—Joseph F. Green.
Lieutenants—Cuyler, Belknap, M. P. Jones, Adams and Greer.
Engineers—De Luce, Snyder, Whitaker, Devlin and Brown.
Lieutenant of Marines—D. M. Cohen.

THE STORE SHIPS.

The following are the officers of the two store ships of the expedition:—

STORE SHIP SUPPLY.

Lieutenant Commanding—Fabius Stanly.
Lieutenants—A. Read, John Kell, J. D. Blake, J. H. Gillis.
Purser—George W. Clarke.
Passed Assistant Surgeon—P. J. Horwitz.
Armament, four guns.

STORE SHIP RELEASE.

Lieutenant Commanding—William A. Parker.
Lieutenants—T. S. Fillebrown, J. G. Maxwell.
Midshipman—G. S. Perkins.
Armament, one gun.

THE PERSONNEL OF THE FLEET.

In the foregoing lists we have given the names of all the officers commanding and attached to the different vessels composing the squadron. It was at first debated whether the command of the expedition should not be committed to Commander Page, who has already had so much to do with President Lopez; but it was deemed advisable not to do so, inasmuch as it might be objected that Commander Page had a personal pique to gratify. And so the command was given to the senior captain on the list of the navy, who is Wm. Brandford Shubrick, Commander Page serving on board the flagship—the frigate Sabine—as captain of the fleet.

COMMODORE SHUBRICK.

Of the sixty-four names that stand in the American Navy Register under the head of "Captains," the highest grade in our navy, that of Wm. Brandford Shubrick stands first in the list. He is therefore the senior captain in our navy. Captain Shubrick is a native and a citizen of the State of South Carolina. He has spent over half a century in the service of his country, having entered the navy on the 20th of June, 1806. His present commission dates from the 21st of February, 1831. Since this last date he has spent only five years and one month at sea. His total sea service up to 1857 was seventeen years and ten months; and his service on shore or other duty is set down as twenty-six years and one month. From the time he entered the service he was but six years and seven months unemployed. He was chairman of the Lighthouse Board, and was also the chairman of the Naval Retiring Board of fifteen, in which position he could not fail to have learned for himself much unpopularity among naval officers. He was the second eldest of four brothers, all of whom served with distinction in the navy; and his father was a distinguished officer of the Revolution, and served as aid-de-camp to General Greene at the battle of Eutaw Springs. With such connections and antecedents, it need not be feared that the flag of the United States will suffer from being committed to the charge of Commodore Shubrick.

COMMANDER THOMAS JEFFERSON PAGE.

We published some weeks ago a biographic notice of Commander Thomas Jefferson Page, the captain of the fleet. He, like Commodore Shubrick, is a Southerner—a native of Virginia—and descended from Sir John Page, of Middlesex, in England, who obtained a grant of lands in Eastern Virginia, and established himself in 1655 upon the York river, in what is now Gloucester county. He has been over thirty years in the service, having entered as midshipman the 1st of October, 1827. His commission as commander dates from the 14th of September, 1855. He has been much of his time engaged in surveying and other scientific pursuits, but still he has seen some fighting. He was engaged in the West Indies against the pirates who infested those waters, and also in cutting out the Buenos Ayrean privateer Federal in the harbor of St. Bartholomew.

OTHER OFFICERS.

The officers of the expedition are all tried men, and though generally too young to have participated in the last war, have been active and zealous in their various positions. Commander Pennock, if we mistake not, has been under fire in China, and distinguished himself in the first cable expedition under Capt. Hudson.

THE COMMISSIONER TO PARAGUAY.

The Hon. James B. Bowlin, of Missouri, went out in the Sabine as United States Commissioner, authorized to treat, and, if possible, settle the pending difficulties with Paraguay. This is not Mr. Bowlin's first diplomatic employment, for he was appointed by President Pierce, in 1854, United States Minister to New Granada, and was subsequently associated with Mr. J. E. Morse, of Louisiana, in a mission to obtain indemnity from New Granada for the losses sustained by American citizens in the famous Panama riots. In this latter mission, however, he was not successful. Mr. Bowlin is a lawyer by profession, and had a seat on the bench in Missouri. To understand the difficulties of his present mission, it is necessary to recount the origin of the disagreements between the United States and Paraguay.

THE PRESIDENT'S MESSAGE ON PARAGUAY.

It was in the President's annual message to Congress, sent in at the commencement of last session, that attention was called to our relations with Paraguay. The subject was presented in the following paragraphs:—

I regret to inform you that the President of Paraguay has refused to ratify the treaty between the United States and that State as amended by the Senate, the signature of which was mentioned in the message of my predecessor to Congress at the opening of its session in December, 1853. The reasons assigned for this refusal will appear in the correspondence herewith submitted.

It being desirable to ascertain the fitness of the river La Plata and its tributaries for navigation by steam, the United States steamer Water Witch was sent thither for that purpose in 1853. This enterprise was successfully carried on until February, 1855, when, whilst in the peaceful prosecution of her voyage up the Parana river, the steamer was fired upon by a Paraguayan fort. The fire was returned, but as the Water Witch was of small force, and not designed for offensive operations, she retired from the conflict. The pretext upon which the attack was made was a decree of the President of Paraguay of October, 1854, prohibiting foreign vessels of war from navigating the rivers of that State. As Paraguay, however, was the owner of but one bank of the river of that name, the other belonging to Corrientes, a State of the Argentine Confederation, the right of its government to expect that such a decree would be obeyed cannot be acknowledged. But the Water Witch was not, properly speaking, a vessel of war. She was a small steamer, engaged in a scientific enterprise intended for the advantage of commercial States generally. Under these circumstances, I am constrained to consider the attack upon her as unjustifiable, and as calling for satisfaction from the Paraguayan government.

Citizens of the United States, also, who were established in business in Paraguay, have had their property seized and taken from them, and have otherwise been treated by the authorities in an insulting and arbitrary manner, which requires redress.

A demand for these purposes will be made in a firm but conciliatory spirit. This will the more probably be granted if the executive shall have authority to use other means in the event of a refusal. This is accordingly recommended.

There was but little discussion on the subject in either branch of the national Congress. In regard to other recommendations of the President there was much difference of opinion and much angry disputation, but none in regard to this. The following is the joint resolution under the authority of which the expedition has been fitted out:—

A RESOLUTION FOR THE ADJUSTMENT OF DIFFICULTIES WITH THE REPUBLIC OF PARAGUAY.

Resolved, by the Senate and House of Representatives of the United States of America in Congress assembled, That for the purpose of adjusting the differences between the United States and the republic of Paraguay, in connection with the attack on the United States steamer Water Witch, and with other matters referred to in the annual message of the President, he be, and is hereby, authorized to adopt such measures and use such force as, in his judgment, may be necessary and advisable, in the event of a refusal of just satisfaction by the government of Paraguay.

Approved June 2, 1858.

THE CASE OF THE WATER WITCH.

There is but little actual discrepancy in the state of facts on which our government and that of Paraguay rest respectively. That the United States surveying steamer Water Witch was fired on by one of the Paraguayan forts (Itapiru), is not questioned. The only point at issue is, was the Paraguayan government justified in endorsing that hostile act? The American government holds the negative of that proposition on two grounds—first, that Paraguay was the owner of but one bank of the river of that name, and consequently had no right to prohibit, as she did by a decree of October, 1854, foreign vessels of war from navigating it; and, second, that the Water Witch was not, properly speaking, a vessel of war, but was engaged in a scientific enterprise for the advantage of commercial States generally. President Lopez justifies the act on the ground that the channel through which the Water Witch was passing was not the regular channel of the river, which was common both to Paraguay and Corrientes, but was a small course between an island occupied by Paraguay for military purposes and the Paraguayan bank; that vessels were expressly prohibited from passing through that channel; that the Water Witch was hailed by the officer in command of the fort, and ordered to return; that no heed was paid to this order; that then a blank discharge was fired from the fort, and no notice taken of it; that then a shotted gun was fired, but not aimed at her, to bring her to; and that she responded in round shot and canister, until she got out of range. Thus stands the case of the Water Witch.

LOPEZ AND THE NAVIGATION COMPANY.

The other ground of complaint against Paraguay is not such a serious one, nor is it perhaps so well founded. It arises out of a mere personal quarrel between President Lopez and the United States Consul to Paraguay under President Pierce. This gentleman added to his consular duties the agency of an American manufacturing and navigation company, which had been established in Asuncion. At first Lopez and the company were on the most friendly terms, and all manner of privileges and facilities were granted to the enterprise, including, it is said, a loan of $15,000 by Lopez to the company, and which was never repaid. Subsequently disagreements arose. The privileges and facilities originally accorded were withdrawn. The Consul found his position there far from agreeable, and the consequence was that the enterprise proved a failure. It is charged against Lopez that he violated and trampled upon the rights of American citizens in his desire to injure the interests of this manufacturing and navigation company. On the other hand, it is alleged that the offence came from the other quarter; that the conduct of our commercial representative and his friends in Asuncion was the reverse of creditable, and that Lopez's action in respect to them was merely negative, and not a thing for which he can be properly held accountable. If he could have established a justification in the matter of the Water Witch, or had made suitable apology and reparation, he would probably have had no trouble from our government in regard to the other matter; but as he did not do so, it was but natural to have this case tacked on to augment our claim against Paraguay.

THE TREATY OF 1853.

As to the matter of the treaty, to which the President refers in his message, the difficulty was one merely as to the constitutional title under which this republic should be known. A treaty between the United States and Paraguay was made and executed at the city of Asuncion on the 4th of March, 1853. In this treaty Lopez objected to the constitutional title of "the United States of America," holding that there were more States of America, and more "united States" of America than those forming our own republic; and, to meet this objection, the title was altered by the negotiator on our part, Mr. Pendleton, so as to make it read "the United States of North America." This treaty was ratified by Paraguay on the 12th of March, 1853, and by the United States Senate—the title having been properly corrected—on the 1st of June, 1854. On account of the delay, the time at which it was to have gone into effect had to be extended. It then had to go back to Paraguay for ratification as amended; but Lopez held out, and, with a good deal of assurance and arrogance, refused to recognise the title under which this government has existed from its formation—refused to communicate with Capt. Page, who was then in command of the exploring expedition in the River de la Plata, and to whom the treaty had been forwarded, because his letters were not written in Spanish, and finally refused to ratify the treaty under any circumstances. It was to this that the opening paragraph of Mr. Buchanan's message, in the extract that we have quoted, referred.

PLAN OF THE EXPEDITION.

The plan of the government is, we understand, after the fleet has made its rendezvous at Buenos Ayres, to send up Commissioner Bowlin to Asuncion in one of the small steamers, with demands on the government of Lopez for full and immediate satisfaction; the remainder of the squadron ascending the river as far as circumstances will permit, and at a supporting distance. Should he fail, the squadron will be put in motion, and all the vessels drawing from 9 to 12 feet will push on to their work, and the remainder will lie at the bar at the mouth of the Parana, and maintain a vigorous blockade of the Paraguay. This itself will be a serious blow to Lopez, as it appears, by the reports made to the Secretary of State by the late Consul, that, since the attempt of the American company, steamers and trading vessels, doing a very considerable business, most of them the property of Lopez, are now multiplying on the river.

WHAT OUR MINISTER IS TO DEMAND.

The instructions of Mr. Bowlin embrace four points. He is to exact an ample apology for the outrage perpetrated upon the Water Witch; he is to procure indemnity for the manufacturing and navigation company, with whose interests Lopez is charged with intermeddling; he is to obtain the ratification of the treaty of 1853, which Lopez objected to on account of the title of "the United States of America;" and, finally, he is to negotiate a treaty whereby the navigation of the branches of the La Plata shall be free to American vessels. If Lopez should persist in refusing his assent to all or any of these demands, Judge Bowlin is to retire from the negotiation and commit the matter to the hands of our naval authorities. Then we may look for stirring and exciting news. Lopez is said to have been making preparations of a hostile character for some time past, and it is represented that he is ready to meet us if we resort to the arbitrament of war. In that contingency we may have to increase our land and naval expeditionary force to a very considerable extent; and before the affair be terminated we may find ourselves complicated in hostilities with other Powers. Congress had need to look at the matter in time.

LOPEZ AND HIS GOVERNMENT.

Lopez is, in some respects, a remarkable man. He was originally elected to supreme power in association with another person who constitutionally shared it with him, but he soon got rid of him, and has continued to rule alone and be chosen President from one term to another without interruption. He has managed, under the forms of representative government, to combine all its authority in his own person. Anxious to acquire wealth, he seized on all the various branches of commerce which could furnish him a profit, being in fact the chief merchant, the chief agriculturist, and the chief ownership of Paraguay. His discriminating license charges, which foreigners in trade are compelled to pay him, amount to a serious diminution of their profits, and he has generally succeeded in breaking up their establishments. A French colony, which not long since was invited to settle in Paraguay, was broken up by his exactions, and they had to appeal to their own government for redress, with what success we have not learned. He sent his eldest son to England some years since to purchase a couple of steamers, now belonging to his navy, and he owns some merchant steamships which ply on the river. He has also recently sent sixteen young Paraguayans to England to be educated. In his foreign policy he has always been dogmatical and difficult, and often at war with the Argentine republic and Brazil, in all but coming to blows. At the last moment, and when the sword is about to fall on him, he adroitly makes an explanation, and dodges the blow. From having been professedly a great admirer of the Americans he has become their most spiteful detractor. He has said he once thought them angels, but he has found them beasts. What he will think of them after he has felt their teeth remains to be learned. He attempts to live in state, residing generally in the palace, while his family have another residence of their own. Such at least was his custom some years ago. He rides in a splendid American coach, hoists a silk flag of American make, and is saluted by a small park of artillery, a present from our government. He is at present in hot water with Buenos Ayres, and the arrival of the American squadron there will be a pleasant sight to the angry politicians of that region.

EFFECT OF THE PARAGUAY EXPEDITION.

As to the Paraguay expedition, we find that it has awakened a good deal of attention in Europe, and caused no small degree of alarm, not only in the country against which it is directed, but also amongst the other republics that are conscious of having from time to time merited some such notice on our part. We are told that President Lopez has made formidable preparations to give the squadron a warm reception; has mounted new batteries and forts along the Parana and Paraguay, and has determined to block up the road to his capital by placing obstructions in the channel of the river. By these means he may succeed in procrastinating the epoch when he will have to come to terms and make fitting apology and reparation for his offences; but he cannot hope to stave off that period indefinitely. We presume that the squadron which is now *en route* to his territories will prove amply strong for the service required of it; if not, it can easily be, and will be, strengthened to the requisite point. Our correspondence from Buenos Ayres, published in Thursday's HERALD, shows that in that port and province the result of the expedition is looked forward to with intense interest, while the very fact of its being sent on such a mission has added to the respect paid to the rights of our citizens there and elsewhere. The papers received from Paraguay do not contain any notices in regard to the defences which were reported some time since in the English papers as being made against the approach of our vessels to Asuncion, the capital of Paraguay; but they do express the hope that no rash measures will be undertaken against them by the United States, and intimate that we might have cause, when too late, to repent of an unwise policy in regard to them.

Exciting Political Contest in Virginia.

OUR PETERSBURG (VA.) CORRESPONDENCE.

PETERSBURG, Va., Dec. 1, 1858.

The Nominating Convention—Great Excitement—Caucus Meetings of the Letcherites and Anti-Letcherites—Opinions of Both Parties as to the Proposals of their Respective Candidates, &c., &c.

Not less than one thousand delegates are now in this city, preparatory to the meeting of the Gubernatorial Nominating Convention to-morrow. Every hotel and boarding house is filled to overflowing, and the difficulty will be to find accommodation for the hundreds of others who will arrive here by the morning trains from Lynchburg, Richmond and Norfolk.

Never before at any convention, State or national, have I witnessed such a degree of excitement as prevails here on the subject of the nomination. The interest manifested in the result would seem to be as intense as though it involved the fate of the nation itself; and the mutual hate and bitterness evinced by the supporters and opponents of Letcher would seem to have no parallel in past party contests. This might well be expected, after the bitter warfare which has been mutually waged for the past three or four months; and when the various discordant elements meet together to-morrow we may look for a culmination of this party warfare, which will be an appropriate finale to this little feud.

Caucusing has been the order of the night with both parties—the object of each being to command, if possible, the organization of the Convention to-morrow. Upon this question a violent controversy will arise, for upon this preliminary action a great deal will depend. The temporary chairman who may be chosen will have the appointment of committees on organization, on rules, credentials, &c., and these points gained by either party would give them at the outset a prestige which would dishearten many doubtful adherents of the other side, independent of the natural advantages which would result from them. A controversy will also arise on the rule to be adopted for the nomination—whether the two-thirds or majority rule or majority of the delegates present or of the whole aggregate vote of the State. The friends of Letcher will contend for the former, believing that the great body of the delegates favorable to him are present.

After these questions are decided, and Letcher's name is presented, he will be assailed by a volley of invectives from the leading speakers on the other side, such as was never poured upon the head of an unfortunate candidate before. Of course, his endorsement of the Ruffner abolition address will form a prominent feature of the attack, and supply the most efficient material therefor; nor will his bad faith to Hunter in 1852, in inducing Wise to become a candidate for the United States Senate against him, be overlooked. In short, every error of his life will be paraded, with a minuteness and vehemence which cannot fail to embitter still more the feelings of mutual hostility which now exist between both parties.

Both sides seem equally confident of success. The friends of Letcher boast confidently that he will receive the nomination upon the first ballot; but concede that if the opposition repulse the first great charge his success afterwards is doubtful. His opponents, with equal confidence, predict his defeat first and last, and say that they have reliable data which justify them in that prediction. Both parties have a great array of strength on the ground, and it is conceded that never before, in the history of party conventions in Virginia, was there assembled so large a body as the convention to-morrow will prove to be.

The friends of Letcher repudiate indignantly any idea of this contest being made a test of the relative strength of Wise and Hunter in Virginia. Many of his strongest adherents have openly expressed a purpose of dropping him, should such a test be made. Meanwhile, I can see that the friends of Wise are anxious that such an issue should be made, and I would not be surprised if they would urge it upon any slight pretext. A mere inkling of any such purpose from the other side will undoubtedly cause them to proclaim the issue of this contest such a test; and then comes the terrible conflict. But this will not be done. Letcher's friends will not hazard his nomination upon any such issues, for they seem sufficiently confident in their strength to secure it, without any doubtful extraneous aid.

TELEGRAPHIC.

THE VIRGINIA DEMOCRATIC CONVENTION—SECOND DAY.

PETERSBURG, Dec. 3, 1858.

The Convention met at ten o'clock this morning. The hall was more crowded even than it was yesterday.

Mr. Barbour, of Culpepper, nominated the Hon. John Letcher for Governor, when Timothy Rives, of Prince George, immediately took the floor and began to pour hot shot upon Letcher.

A great sensation has been created. Mr. Pryor is taking notes, and will reply to Rives this afternoon. It is thought the vote will not be taken to-day.

Last night, during the heated debate, Mr. Jackson, of Wood, gave the lie to Mr. Seddon, of Stafford. It is rumored that the parties have left the city for North Carolina, to fight a duel.

AFTERNOON SESSION.

Mr. Rives concluded his remarks at four o'clock, and was succeeded by Mr. Pryor, who is now making a powerful speech in favor of Mr. Letcher.

There is an immense crowd in the Convention, and the applause is frequent and tumultuous.

A ballot can hardly be taken to-night.

Political Intelligence.

INDIANA LEGISLATURE.—The Indiana Legislature are not likely to agree upon the successors of Messrs. Fitch and Bright. The two branches stand as follows:—

	Senate.	House.
Republicans	23	45
Americans	2	5
Douglas democrats	3	5
Lecompton democrats	22	45

On joint ballot they will stand as follows:—

Democrats	75
Opposition	75

FLORIDA.—The Legislature of Florida assembled at Tallahassee on the 22d ult. John Finlayson, of Jefferson, was elected President of the Senate; and J. D. Gallbraith, of Leon, Speaker of the House. Gov. Ferry's message discourages the idea of re-opening the slave trade, and favors the removal of the remaining Seminoles from Florida soil.

DAKOTA.—The inhabitants of Dakota, in anticipation of receiving a Territorial organization from Congress this winter, have elected W. W. Kingsbury as a delegate to Congress.

KENTUCKY STATE CONVENTION.—The Democratic State Convention of Kentucky will be held at Frankfort on the 8th of January next. Nominations are to be made for Governor, Lieut. Governor and other State officers.

DINNER TO MR. GIDDINGS.—Forty or fifty gentlemen sat down to a complimentary dinner in Boston, on the 1st inst., in honor of the Hon. Joshua R. Giddings, the veteran representative of the Ashtabula district in Ohio. Senator Wilson presided. After due attention had been paid to the dinner, Mr. Wilson introduced the guest of the evening in a brief and appropriate speech. Mr. Giddings was enthusiastically greeted, and although evidently suffering under a severe indisposition from a cold, he nevertheless made a very interesting and eloquent address. He was interrupted by a fit of coughing, but afterwards resumed his remarks, giving a graphic and thrilling account of the contest for the Speakership in the Thirty-fourth Congress, ending in the election of Mr. Banks. Governor Banks, Hon. Linus B. Comins, Hon. Charles Francis Adams, Hon. Moses Kimball, Mr. Charles Hale, and General Schouler were the next speakers, after which Mr. Giddings retired.

Obituary.

DEATH OF BENJAMIN MARSHALL, ESQ.

BENJAMIN MARSHALL, Esq., once a well known New York merchant, died on Thursday last, at Troy, at the advanced age of seventy-six years. Mr. Marshall was one of the early proprietors of the first line of packets established between this city and Liverpool, and which is well known as the Black Ball Line. Some years since he retired from the shipping business, having realized a handsome competency, and entered largely into the manufacture of cotton goods, for which purpose he built extensive factories on the Hudson river, not far from the city of Hudson