EL NICARAGUENSE.

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OFFICE IN FRONT OF THE PLAZA.

PEEPS ABOUT TOWN.

BY TITAS BRICKS.

"Bricks," says the Captain, as he had finished rubbing a piece of candle to his boot in order to darken the leather, "Bricks, do you know what day of the week this is?"

"Not the slightest idea."

"Well, it's Sunday, and I've just been thinking of going to church."

"Captain, what's the use of us going there: the church is intended only for sinners."

"That's a fact, Bricks; but I want to set an example for my men, many of whom, you know, are hard cases."

"All ready, Captain," says I, as I pinned a shirt-collar to the inside of my coat, and buttoned up, so that no person would suspect the absence of the shirt itself. We had got about half way across the Plaza when the Captain came to a sudden halt, and said:

"Well, Bricks, in order to put ourselves in a proper mood for the solemn occasion, suppose we step into the 'Bella' and take a little something, just for inspiration."

But, oh! publish it not in Gath!—no man knows what a day or an hour may bring forth—the place was closed. The Captain's eye, in fine frenzy rolling, looked first to earth and then to heaven; and as imagination bodied forth the form of things unknown, he exclaimed, with a voice more in sorrow than in anger—

Mourn, ye Muse,
The eventful news:
This day our drinking place we lose.

The Captain felt very much depressed; I was afraid he could not bear up against the blow; but by exhorting him to seek for relief, to his overburdened mind, in the sweet consolation of religion, I at length succeeded in persuading him to follow out his original intention of going to church.

"Bricks," said he, as we entered the door of the sacred edifice, "I wouldn't care if I could only get one glass before I came here, for it always sets me to longing so for something to drink, when I see the priest put the cup to his lips; and the 'Bella' was the only place in which my credit was good. I shall now have to spend a good deal of ready money somewhere else to establish a reputation."

"This must be a great day, Captain; all the beauty and fashion of Granada are assembled here," said I, in a whisper, as we treaded with mournful step down the aisle.

The Captain, without heeding my remark, continued to look steadfastly upon some fingers that were engaged in the pleasant pastime of separating some beads which were strung together.

"Look at them fingers and that hand," said the Captain, without taking his eyes off for an instant. "I just think if them fingers was washed they'd be the handsomest I ever seen." Before I could reply the Captain was on his knees beside the fingers.

I had not stood a moment before a bundle of calico swept by me. Being a modest man I always cast my eyes to the ground in the presence of calico; in doing so now I got a glimpse of a foot, the sight of which almost took my breath away. Talk not to me henceforth of fingers—the foot is the thing for me. It is useless to tell me that finely formed fingers indicate intelligence—the foot is the understanding itself. I felt like falling down and worshipping that one. I became fascinated; knelt down beside it; my self-control deserted me; before I knew what I was doing I held that foot firmly by both hands. But with a kick, too strong to be expected in a thing so lovely, it released itself from my grasp, and travelled towards the door.

I was too firmly attached to it by the cord of sympathy to allow it to get out of my sight; I followed, and before long overtook it. In the feverish excitement of my brain, unable to express myself in heavy prose I broke out—

"Oh, gaiter boot!
Oh, dainty foot!"

when, to my surprise, it replied, in pure Castillian,

"*La llamb todos fritters poder.*"

"*Manana,*" replied I.

"*A fin de perro,*" said she.

"*Poco tiempo,*" said I, exhausting my stock of Spanish.

Before I recovered my breath she disappeared through a massive gate, and the creaking of the heavy bolts on the inside gave me to understand she did not desire me to enter, lest our little "*affair de cœur*" might be found out before it ripened, by the old folks.

"Well," I exclaimed, as her feet vanished from my sight, "well, she has invited me to her house to eat some lamb, toads, fritters, with powder sauce, and pick the fin of some queer fish. Lamb and fritters are not bad, but she may have the toads and sauce. "I'm there, old gal," said I as I turned to leave; but before I left I took care to slip a little note under the gate, which I knew she would get, stating my acceptance of her invitation.

"Bricks, old boy, you're in love," said I to myself as I walked towards the spot where my hammock swings. "A man don't begin to know what life is until he gets in love; but after that he begins to suspect what he has been sent into the world for: love brings him to a realizing sense of his condition, and convinces him, if he ever doubted, upon the question in his catechism—"What is the chief end of man?"

My meditations upon the subject were suddenly brought to a close by a tap on the shoulder. it was the Captain. He didn't look so cheerful as I expected.

"Bricks, I thought I was going to have a nice time; went home with those tapir fingers—called their happy possessor the queen of hearts—felt something drop upon my head—was convinced she was the queen of clubs—left for home in disgust, and in considerable pain from the blow given by those fingers.

"Talk not to me henceforth of fingers, feet—feet only are worthy of my consideration."

The remainder of the day I avoided all mankind, and sat in solitary silence, reflecting upon how those little feet might be detained against their will in that house, which now looked in my mind's eye like a convent—it must be a convent, and she who presses those dainty feet to the ground a vestal that has devoted herself to a corner here, that she may spread herself in heaven.

My suspicions were confirmed when, next morning, I was handed the following:

My dear
How queer
I feel
To-day;
I sigh
And try
To kneel
And pray.

I ought
My thought
To send
Above,
And bore
No more
The friend
I love.

KATARINA.

If poetry is the language of passion, judge of the temper she must have been in when she wrote that effusion. I immediately threw myself into an awful rage, and wrote the following reply:

'Tis true
That you
My heart
Possess;
And true
From you
I'll take
No less.

If you
Prove true
Your heart
I'll feel,
My love
Shall prove
As true
As steel.

BRICKS.

The day passed heavily. Joshua never prayed more fervently for the sun to stand still, than I did that it might move along at a "double quick" pace. But as the longest day has an end, night did, at length, come, and ere its sable curtain had enveloped the tiles upon the houses of Granada, I was knocking at the gate of my Señorita. Ye gods! As it was opened by her, I discovered that her face was black as ebony. Just think of the welcome Mr. Bricks, sitting down to admire the feet of an animated piece of charcoal! I bolted.

MORAL—Dont indulge to strongly in small feet until you have seen the face they carry.

MORAL No. 2,—FOR THE CAPTAIN—Don't take small hands on trust.

OFFICIAL.

DECREES OF THE GOVERNMENT.

REPUBLIC OF NICARAGUA,
GRANADA, *July* 16, 1856.

Sir—The Supreme Executive Power has been pleased to dictate the following decree:

WM. WALKER, President of the Republic of Nicaragua, to its inhabitants:

Whereas, certain citizens of the Republic, forgetful of their duties to their families and to the State, are now assisting the enemies of the Republic in the war waged against it; therefore, in virtue of the authority vested in me,

IT IS DECREED:

ART. I. All property, whether real or personal, belonging to citizens of the Republic, who, since the 23d of October, 1855, have assisted the known enemies of the State, or to persons declared traitors by the decree of the late Provisional Government, bearing date April 22, 1856, is confiscated; and all property which said citizens or persons may hereafter inherit is declared forfeited, and shall escheat to the Republic of Nicaragua.

ART. II. The Subsecretary of Hacienda, the Subsecretary of Relations and the Auditor-General of War, any two of whom may act, shall constitute a Board of Commissioners to take possession of, direct, determine upon, and sell, all such confiscated or forfeited properties; and shall also ex- ought against such property adverse to the interests of the Republic.

ART. III. Within ten days after the confiscation of any property by the said Board of Commissioners, they shall cause to be published in the newspaper called "El Nicaraguense," printed in the city of Granada, a true and exact inventory of all the property, goods or possessions thus confiscated, and at the same time, shall cite all persons or parties having claims against said property, goods, or possessions, to appear and present said claims within forty days after the notification, and show cause, if any they can, why the said property, goods, or possessions, should not be sold for and on account of the State.

ART IV. The Board of Commissioners shall have the power to appoint a Clerk and a Marshal; the duties of the Clerk shall be to record all the proceedings of the Board, and the duties of the Marshal shall be to serve and execute all the orders issued by the Board.

ART. V. The Board of Commissioners is authorized to send for persons and papers, take testimony, and issue all the necessary orders for the fulfilment of the purposes for which it is created; and with the same object it may appoint surveyors and experts to determine the boundaries of estates, and to separate perishable articles or goods from those that are not so.

ART. VI. The Board of Commissioners shall have the power to order the immediate sale of all perishable articles confiscated by them when they may deem it expedient.

ART. VII. All real estate declared confiscated or forfeited shall be sold at public auction after thirty days', notification of the same by the State newspaper, as to the time and place of sale; and the purchasers shall make their payments in cash or in military scrip of the Republic.

ART. VIII. The Board of Commissioners shall appoint three appraisers for the valuation of all real property to be sold, and no sale shall be valid if the price paid be not two-thirds of the valuation of the same.

ART. IX. The Commissioners shall receive the price paid for all property sold by them and remit it within twenty days to the Minister of Hacienda, giving to the purchasers the necessary de ds, upon receipt of the price of the property sold.

ART. X. The Commissioners shall receive one hundred dollars monthly, in addition to the saleries which they may have in their respective offices. The Clerk and Marshal of the Board shall receive such fees as the Commissioners may deem proper.

ART. XI. Published and communicated to whom it may concern. WILLIAM WALKER.

By superior order this is communicated to you for your information, and for publication and circulation in the towns under your command, in expectation of the corresponding acknowledgement. FERMIN FERRER, Minister of State.

OFFICIAL.

THE SUPREME GOVERNMENT of the Republic of Nicaragua, to encourage the immigration of persons of thrift and industry to become settlers and inhabitants within its territorial limits, to the end that its resources may be fully developed and its commerce increased, and to promote the general welfare of the State, has decreed:

Art. 1. A free donation or grant of 250 acres of public land shall be made to each single person who shall enter the State, (during the continuance of this decree,) and settle and make improvements upon the said tract, the same to be located by the Director of Colonization hereafter to be named, and immediate possession given.

Art. 2. Each family entering the State and settling upon its territory shall receive 100 acres of land, in addition to the 250 granted to single settlers.

Art. 3. A right to occupy and improve shall be issued to applicants, and at the expiration of six months, upon satisfactory evidence being presented to the Director of Colonization of compliance with the provisions af this decree, title will be given.

Art. 4. No duties shall be levied on the personal effects, household furniture, agricultural implements, seeds, plants, domestic animals, or other imports for the personal use of the colonists or the development of the resources of the land donated; and colonists shall be exempt from all extraordinary taxes, and contributious, and from all public service, except when the public safety shall otherwise demand.

Art. 5. The colonists, being citizens of the Republic, cannot alienate the land granted to any foreign Government whatever, and shall not allienate the said land or their rights thereunto until after an occupancy of at least six months.

Art. 6. A colonization office shall be established and a Director of Colonization appointed, whose business it shall be to attend to the application from the emigrants, to collect and dispense seeds, plants, &c., and to keep the registry books of the Department.

Done in Granada, the 23d of November, 1855.

PATRICIO RIVAS,
President of the Republic.

Notice.

ALL OFFICERS on the quartermaster's account, with their commissions, promotions, and resignations, will receive their pay in script and their land warrants.

All discharged non-commissioned officers and privates, by presenting their Quartermaster's account and their discharge, will receive their pay in script and their land warrants.

All officers now in the service, by presenting their Quartermaster's account at this office will receive their pay in script.

All non-commissioned officers and privates now in the service will be paid by companies when their muster-rolls are returned to this office.

The pay and land warrants due all officers and soldiers who have died in the service will be issued to their legal representatives.

All payments made up to the 1st July.

ALEXANDER JONES,
Paymaster-General, Nicaragua Army.

MANOVILL'S HOTEL.

NEAR THE PLAZA OF ST. SEBASTIAN

The proprietor having opened the above hotel, recommends it particularly for the accommodation of Travelers, and warrants his patrons to be kept superior to any in this city.

The Table will be supplied with the best and choicest the market of Granada affords.

The Bar will be supplied with LIQUORS and CIGARS.

☞ Rooms and Bedding superior.

Granada, June 14, 1856.

Dr. Augustus Post

TENDERS HIS SERVICES to the citizens of Granada and vicinity in the practice of

MEDICINE, SURGERY & MIDWIFERY

☞ Office and residence on the southwest corner of the street, opposite the San Francisco Convent.

Granada, June 7, 1856.

AUCTION AND COMMISSION HOUSE

G. H. WINES & CO.

ARE now prepared to carry on the Auction and Commission Business in connection with their Express. Duties on goods consigned will be advanced and custom house business attended to for parties who entrust business to the company. Liberal advances by drafts on New York and San Francisco will be made on receipt of merchandize in the custom house. The building occupied by Wines & Co., is capable of storing ten thousand barrels bulk, and general merchandise will be received on storage.

J. A. RUGGLES, Agent.

Granada—Don Patricio Rivas; San Francisco.—C. K. Garrison & Co. New York—Chas. Morgan & Co.

Granada, April 12th, 1856.

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El Nicaraguense.

Saturday Morning, July 26.

ARMY REGISTER.

Promotions and Appointments.

TAKEN FROM THE GENERAL ORDERS OF THE ARMY.

Capt. E. W. Rawle promoted Major of Ordnance.

First Lieutenant Henry L. Potter promoted Major of Ordnance.

F. Anderson appointed Second Lieutenant of First Rifles.

George B. Hall appointed Commissary-General, with rank of Colonel.

John H. Marshall appointed Judge Advocate-General, with rank of Major.

Second Lieutenant M. A. Frazier appointed Assistant Judge Advocate-General, with rank of Captain.

Lieutenant-Colonel E. H. McDonald, of the Second Light Infantry, is transferred to the Second Rifle Battalion.

M. E. Bradley appointed Captain of Rangers on Transit Line.

Henry F. Witters appointed Assistant Adjutant-General, with rank of Captain, and attached to the Staff of Brigadier General Fry.

First Lieutenant James N. Coleman assigned to Co. F, First Light Infantry.

Lieut. C. H. West assigned as temporary Post Adjutant, under Lieutenant-Colonel McDonald.

ACCESSORY TRANSIT COMPANY.

We publish in another column the official report of the Commissioners appointed to investigate the relations of the Republic of Nicaragua with the Accessory Transit Company. After the full and complete vindication of the action of this Government, furnished in that report, the subject should require no further reference from us. The legal and equitable justness of the decree revoking the charter are plainly set forth; and to argue the point further would only be to controvert a shadow or a prejudice. The company failed in all its obligations, and in return forfeited its rights. The annual payment of ten thousand dollars was made, and none other of its agreements was ever performed. The great object of building a canal was completely lost sight of; and instead, a monopoly was formed, shutting up the Isthmus closer than ever. Nicaragua desired to the Accessory Transit Company shut the Isthmus up to all other trade but such as it could carry. The State was but a gate at which the company stood to levy toll, and the Republic, poor in power, divided by dissensions, weak in its counsels, could only see itself robbed and outraged, without the ability to oppose the wrong. The company was wealthy and powerful, and therefore to be feared in a State where any petty chieftain, with a hundred thousand dollars at his command, might overturn the Government and afterwards reimburse his patrons. For this main reason, and for the further cause that no reliance could be placed in the action of such native commissioners as the Republic might appoint to arbitrate the difficulty, the account has been suffered to run four years unsettled. Messrs. Tejada and Lacayo were delegated by Chamorro's Government to settle the account, but they were put off and juggled with until Gen. Walker informed the company by two communications, that the powers of Messrs. Tejada and Lacayo were revoked. Then, when the company saw that it had to settle its account with a power firm and incorruptible, it suddenly awoke to the actuality of Tejada and Lacayo, and with indecent haste sped to perfect a fraud with unauthorised parties. And on this illegal proceeding it relies to-day to acquire sympathy for misfortunes brought about by its own wilfulness and cupidity.

By the report, the company have failed to take the first step towards completing the proposed canal; it has failed to keep its records in this State open to the inspection of the officers of the Republic; it has failed to report the profits of the Transit Route; it has failed to pay the stipulated per centage upon its profits; it has failed to arbitrate when requested to do so by the Republic; and it has failed to open the Isthmus to the trade and travel of the world, free of competition. All of these failures destroy the recompense due to the Government for its concessions, and vitiate the contract. The whole history of the Transit contract is a series of frauds and aggressions on the part of the company and of rascally connivance or mean submissive on the part of the authorities of Nicaragua. The Republic has lost in all things—the company has won in every particular.

Not only has the Accessory Transit Company destroyed its contract in a legal way, but it has forfeited its rights in a political aspect. In treating with Chamorro's commissioners, it recognised his Government; in agreeing with Marcoletta, it sanctioned Castillon's authority; and in introducing fifty men into the Republic, armed as a military company, it broke down both the laws of Nicaragua and those of the United States, and defied Chamorro and Castillon. The company acted not only treasonably in introducing the "foreign legion," but it acted most unscrupulously, most atrociously, in afterwards disbanding those men without pay or the means to obtain a livelihood. This was one of the acts of the company.

But, in conclusion, we come to the most direct and startling evidence of Gen. Walker's wisdom in revoking the charter of the company. Suspected, as it was, of deceitfulness and fraud towards the Republic, the Government determined to curb at once a power so daring and so capable. The charter was revoked, and the property of the company seized on the instant. Nothing unfair was purposed, but the Government simply desired to save its rights. In pursuance of this line of policy, notices were directed to New York, informing the company of what had been done, and advising it to send out agents to represent its interests and explain its position. This fair and equitable warning was neglected, and in its stead the following letter was written to the Company's agent at Punta Arenas:

OFFICE OF THE ACCESSORY TRANSIT CO.,
New York, April 8, 1856.

MR. HOSEA BIRDSALL,

Sir—In additions to the instructions given to you with reference to the Company's property, I have further to add, that if the Walker Fillibusters attempt to employ force to rescue the boat from your possession, you are authorized to ask for the assistance of the Commander of any Man-of-War of Her Brittanic Majesty's Navy in the port of San Juan, to prevent such rescue. The object of the Transit Company is to prevent accessions of fillibusters to Walker's force, pending his hostilities with Costa Rica, and to effect this purpose no pains must be spared, or effort left untried.

Should an American Man-of-War have reached the port, with instructions, an application to any of Her Majesty's officers will be unnecessary.

Unless our boats are seized by the Fillibusters on the Orizaba and Charles Morgan, they cannot get into the interior, and without large accessions Walker must fail, and Costa Rica be saved.

To this result Her Majesty's officers in San Juan *property* in the manner indicated ... protecting American

Yours, truly, THOMAS LORD, V. P.

I hereby certify that the foregoing is the genuine Signature of Thomas Lord, Esq., the Vice President of the Accessory Transit Company of Nicaragua. Signed, ISAAC C. LEA, Sec.

The measure of its guilt is now full. To have charged the Company with writing such a letter as the above, in the month of April, when the United States was throbbing with anxious sympathy for our young Republic, surrounded as it was with dangers, would have been characterized as a libel. In that hour it would not have been safe in Mr. Lord to traverse Broadway, after writing such a letter; and yet with inhumanity as wanton of life as it was depraved of nobility, the company attempted to crush this Republic, and give its officers over to certain death promised by Costa Rica. Truly the company deserves sympathy, and when these facts are known in the United States it will probably receive its deserts.

Apart from the turpidity of writing such a letter, there is another light in which the people of the United States have cause to sympathize with the Accessory Transit Company. It was in pursuance of the directions embraced in the above letter that the British officer at San Juan boarded and searched the Orizaba, committing, at the same time, a breach of the peace of nations, and offering to the United States Government a most outrageous insult. Americans will fully appreciate the results which might have resulted from the letter of Mr. Lord, if Great Britain had not directly and promptly disclaimed the action of her officer at Greytown.

And yet this is the association, grown wealthy and unscrupulous, which claims the aid of the American Government, and the sympathy of the American people to defend it from any reckoning for its long array of treasons and delinquencies.

Correction.

By mistake part of the Report of the Comissioners on the Accessory Transit Company, was left out, and was not discovered before the "outside" of the paper was worked off. The beginning of the last paragaph but one on the second column of the fifth page should commence as follows:

"The gross receipts of the company per month, exclusive of the item of the treasure, have been shown to be $78,000, which, when is deducted therefrom the monthly expenses of the route, will exhibit a net profit of $57,000 per month, or $696,000 per annum."

NICARAGUA—HER PROBABILITIES.

We have often, in our school boy days, wondered that a people so enterprising as the Romans should have remained in ignorance of the existence of a powerful nation, separated from their possessions by only a narrow strait, and that, ultimately this people should have received their first idea of the Romans, through a youth who swam the strait after a wild cow. The ignorance of the Romans, if we consider the difference in the times, was knowledge itself, compared with what is known by the great maritime nations of the present day relative to Nicaragua. That it has existed since the creation few doubt, and that, since the discovery of the American Continent, it has been peopled by an indefinite number of Indians and Spaniards, they are willing to be convinced. That it was at one time rich in the precious metals, and that even the commonest cooking utensils were made of fine gold, they are not slow in believing; but to this day little or nothing is known of many parts of Central America.

There was an idea at one time prevalent among sailors that the further south they sailed the hotter the climate became, and that at the extreme South, the heat was beyond all human endurance; and the notion is still prevalent among classes that should know better, that, it is now too hot near the equator for any persons to live except those who have had acclimation through their parents for several generations. Although this sounds much like the story of the Irishman—in whose family it was hereditary to have no children—it receives current credence. They do not stop to consider the mortality arising from natural causes among those who first came here was not greater than among the first settlers of Virginia or Massachussetts; but because the editor of the "New York Key Bugle," or some writer in the "New Orleans French Horn," gives it as his opinion that it must be unhealthy where it is so hot, the people for whom he does the thinking, take his statements without an examination and believe them, although they are not even plausible. For, in fact, the climate of New Orleans is hotter than the climate of Nicaragua. It would, therefore, follow, according to their own reasoning, that Nicaragua is not so unhealthy as New Orleans.

It is a settled maxim among doctors that activ- ... are indispensible to health. If that is true (and who will doubt it) it is a strong argument in favor of this climate. For here, unfortunately, the people are indolent to a degree unknown among Anglo-Americans. If to this are added the almost total neglect of clothing to modify the influences of sudden changes of temperature, and their ignorance of the laws of hygeian it is almost marvelous that they enjoy such robust health as they do. The circumstances under which people live here to old age would, in other countries create plagues. Here, even in the large cities, there have hitherto been no drains, and the cleaning of the streets has been left to the dogs, and vultures. Lo, — the poor Indian — never heard of miasma; he only knows that putrifying substances do not smell well, and he may not like the smell, but he has no idea that anything so intangible can kill. Neither does he ever suppose that the malaria of the stagnant waters of the swamp will make him sick or be the cause of so many disorders. He does not, therefore, drain his land, but continuing in his laziness, kneels down, instead, and prays that the wrath of God may be averted. The medical profession is proverbally the least progressive of any. If by the light of modern science in such countries as France, England and the United States, the laws of health are but unperfectly understood, even by the Faculty, how can Lo—the ignorant Indian—be expected to know much about it. During the last century the average of human life has increased in the United States from twenty-eight to thirty-four years. This proves that the Northern States were much less healthy one hundred years ago than they are at present, and that the duration of human life does not depend so much upon climate as it does upon the clearing up of a country.

We venture to predict that, in less than ten years hence, when the vigor and enterprise of Americans, and those belonging to the same race, shall have cut their way through the woods of this country, there will not be a more healthy climate than that of Nicaragua, on the surface of this planet. Everything favors this view—the lofty mountains in the center, the pure water of the many magnificent lakes, the fresh, bracing, vigor-giving winds which sweep over the country from ocean to ocean, the admirable drainage which the uneven surface of the land gives, and above all, the invariableness and geniality of the temperature.

Central America was, before the discovery of gold in California, about three hundred years behind the most advanced nations. Whatever impulse to its progress the Spaniards may have given it, soon after its discovery, was shortly checked by the dead weight of Spanish exclusiveness. Nicaragua had but just caught a glimpse of the morning which proved such a glorious day to other parts of the North American Continent, when it was fanned to sleep by the vampire of Spanish selfishness; and while its vitality was being extracted, kept in that state until very recently. How long the star of this country would have remained in obscurity had gold not been discovered in California, it is idle to speculate; but the query will suggest itself, how much of the future of one nation depends upon another; and how absurd it is for a people to claim exclusive control over any part of the world, except for the purpose of rendering it more subservient to the interests of the whole?

Let us ask the question—What has Spanish exclusiveness in Central America cost the great commercial nations of the world? Suppose that some great nabob should rise up in New York City, and close Broadway from the Battery to Union Square, and cut off all communication from one side of the city to the other except by performing a circuit of three miles; the time consumed, and expense incurred, in performing this journey by so many people, would, before many years amount to more than the whole city of New York is worth. And, if the people thus inconvenienced were to encourage the nabob in his exclusiveness, the rest of the world would say, without hesitation, that they were certainly demented in endeavoring to perpetuate a policy so obviously adverse to their own interests. Now this is precisely how the Commercial nations of the world are acting relative to Nicaragua. Instead of lending their influence in opening it up and making it what Nature evidently intended it should be, and what destiny points out that it shall be—the highway of the world's trade—they content themselves with the slow process of crawling around the Horn, and have thus already lost in time and money, as much as would purchase the whole country. A persistence in this policy will cost them amounts incalcuable.

It is more difficult to overcome a prejudice than an army, and men are guided principally by their prejudices; hence those who came to this continent from Britain sought out the climate in keeping with that of England—the climate of their early associations—while the children of sunny France sought the South—each, of course, thinking the climate of his mother country perfection. It is this same prejudice that confines the Esquimaux to the inhospitable shores of the North Atlantic, and that makes the Canadian prefer a country in which he is rendered inert by the grasp of winter during one half the year, instead of one, like this, which is a perpetual spring and autumn, where the blossom and the ripened fruit are shaken by the same breeze, and where his never interrupted labors are followed by a constant increase of their products.

The State of Nicaragua, clasping as it does two continents, occupies an unrivalled geographical position for commercial purposes. The Pacific Ocean on the West, kissing her pearly shores, lays the treasures of its vast expance at her feet; and Atlantic, on whose broad bosom the shipping of the great nations of the earth display their snow-white canvass, rolls in stately pride into her commodious harbors. The length of sea coast, forever free from the danger of being closed or dangerous to enter through excess of cold—as is the case with the harbors of New York, Liverpool and London—gives this country immense natural advantages in a commercial point of view.

But commerce, like many other human institutions, is yet in its infancy. The last fifty years have done more to improve the construction of ships than was ever before attempted. There is scarcely a comparison between the clippers of 1856 and the Dutch built vessels of 1800. And yet what a vast improvement the latter were upon the three vessels with which Christopher Columbus ventured forth with his companions in quest of a new world—two of which, at least, were without decks. Steam is working a revolution in trade, and through its agency men are driven forward intellectually at nearly the same speed that they are propelled physically. But steam itself is still in swaddling clothes. Men have not yet begun to think of what steam is destined to accomplish. It is said that there will be shortly at the port of New York a steam vessel which will make the voyage between that port and Liverpool, with ease, in less than one week. This is a great advance upon a two weeks' trip;

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but who would doubt, after what has already been done, that it will not yet be made in three days; or that San Juan del Sur and Canton or Pekin, in China, will not yet be nearer each other, in a matter of time, than New York and Liverpool are now.

But steam, when applied to locomotion, must find its broadest sphere on land; and in this the most speculative mind of the present falls far short of what it must ultimately accomplish. There is not a man in his senses who thinks our railroads have reached perfection. Those who understand the subject are of opinion that the properties and powers of steam itself are not all known—which is, no doubt, true, but the powers it is known to possess have not yet been half tested.

Why may not railroads be constructed upon which the largest vessels can be transported from one ocean to another with as much safety as an ordinary passenger car now is? When railroads were about to be introduced in the United States, Chancellor Livingston—who was considered a very wise man in his day and generation—gave it as his opinion that they would prove impracticable, on account of the difficulty of stopping, on the smooth surface of the rails, such a ponderous machine as a locomotive; but this is now found to be about the least difficult thing connected with them. Some men, who may now be considered wise, might disclaim against the feasibility of an overland transportation of ships, but these would receive their answer in part, by pointing to a ship that is being launched with a full cargo on board: the ways on which she slides need but a continuation to be a railroad; and after what steam has already done, it can surely be made to clasp the vessel which has just entered port, place her on the track, and lowering her aggin into her proper element, send her on her way rejoicing.

There are many things which might be said in favor of a railroad capable of transporting ships across Central America, instead of a canal for that purpose. In the first place, it might be constructed at much less cost, and when in use cost less for repairs; and in the next place, the transportation is effected more rapidly. For not only can the ship be made to move faster, but while in motion she may be undergoing repairs, if necessary, the same as if in a dry dock, and save time in this manner also. And again, a canal is not so safe for a large ship as a railroad such as we describe. If any accident happens the works, the channel must be drained for repairs, compelling the ship to remain on the ground without support until the water is returned. Besides, there is always a great deal of wear and tear among ships passing through canals—such as smashing up against the locks through lack of proper snubbing, etc.—which cannot possibly happen on a railroad. But however the transportation of ships may be accomplished, Nicaragua presents the most favorable routes. Nature seems to have designed this as the great central depot of not only the immense lines of railroads which must, at some future day, run the entire length of the North and South American continents, but as the great central storehouse for the principal commerce of the globe. Hence, in this place, at no distant day, will be collected the agents and representatives of the wealth of nearly the whole world. Here activity, and intelligence, and industry will meet with their proper appreciation, and receive their highest rewards.

We are not among those who believe that some things were created by the All-wise for no purpose; and are therefore led to think, in His wisdom foreseeing all things, that in regulating the climate of Nicaragua He was making provision for the immense population that must, sooner or later, exist here.

The State of Nicaragua contains about sixty thousand square miles, and is capable of feeding a larger population than, perhaps, any other similar extent of territory on the globe. It produces three crops a year of the grains now principally used as breadstuffs, and will produce a double crop of almost all the vegetables which arrive at perfection in the summers of other countries.

Among the things which attain an unrivalled excellence here may be mentioned corn, cotton, cocoa, rice, sugar, tobacco, coffee, wheat, barley and beans. In fruits we have the orange, banana, pine-apple, lime, sweet lemon, musk-melon, lemon, sapote, mango, guavo, fig, tamarind, and pomegranite. These fruits grow here to perfection, and there are many others which we might mention that are not so well known out of the country. The woods abound with game; our inland waters are alive with fish; and without stopping to enumerate, we can say with truth that there is scarcely a thing at present used for a man's comfort or necessities that may not be obtained here in the most lavish abundance. And when this is the case in its present backward state, we cannot even guess what it may be in the hands of an industrious and intelligent race of men.

Our mountains are well adapted for pasturage, and the merino goats which have thriven so well on the mountains of Southern Europe, as well as animals which have made Cashmere so famous, would, if introduced here, gain additional excellence in this climate. The silkworm, too, would be in his element here, and its introduction into this country may be the beginning of an era in American manufactures.

We have here in abundance the sarsaparilla plant, the Vanilla bean, India rubber trees, and the castor oil plant, not to mention our mahogany, or the many dye woods for which this country has been long famous.

But if the surface of the ground abounds in such wealth, how shall we describe the riches which are literally bursting out upon us from the interior! There is no end to the mineral wealth—to the iron, copper, lead, coal, quicksilver, ochre, gypsum, sal-amonica, jasper, opal, jet, gold and silver of this State; and on the Pacific coast are valuable pearl fisheries.

But if Nicaragua is unparalleled in her position as the centre of the world's commerce, her facilities for intercommunication are transcendent. The magnificent lakes in the interior afford all that can be desired in this respect. What was but a rivulet in the dry season, will, during the rainy season augment into a stream of sufficient magnitude for any ordinary supply of power; these, with the many large and never failing streams of water, admit of a limitless amount of manufactures, while our expansive lakes allow the manufactured articles to be transported in the quickest time and the least possible expense, to almost any desirable point in the territory.

That such a country in such a position should have remained so long comparatively unkown, is one of the most marvellous things in the world's history. And it is equally strange that those nations most interested in her advancement should persist in their endeavor to impede her progress.

THE TARIFF.—*A* meeting of the merchants of Granada was held on Thursday in the office of the Quartermaster General, to take into consideration the expediency of a modification of the present tariff. A committee was appointed to draft resolutions, and the meeting adjourned until to day, at the same place. We will next week report the result of their proceedings.

OFFICIAL.

DECREES OF THE GOVERNMENT.

REPUBLIC OF NICARAGUA,
Ministry of Hacienda and Public Credit,
Granada, July 22, 1856.

The Supreme Executive Power has been pleased to dictate the following

DECREE:

The President of the Republic of Nicaragua having taken into consideration—Firstly, that in order to reorganize the Republic, for the development of its riches and elements of progress, it is necessary that the Public Treasury should have the indispensable funds required for the accomplishment of this purpose; secondly, that she may with perfect security compromise her public credit, in the confidence that her great natural resources and riches are quite sufficient to counterbalance this compromise, in virtue of the authority in him vested

DECREES:

Article 1. There shall be a loan of Two Millions of Dollars negotiated upon the public credit of the Government of this Republic, and the security of a certain tract of land in the Department of Matagalpa, upon the terms and conditions hereinafter described.

Art. 2. The said loan of Two Millions of Dollars shall be represented by the bonds of this Government, signed by the President of the Republic, the Minister of Hacienda and Public Credit, and the Treasurer-General; they shall bear date at Granada, October first, the year one thousand eight hundred and fifty six, and shall have twenty years to run, from January first, the year one thousand eight hundred and fifty-seven. They shall be without interest for the first year, but shall bear interest from January first, the year one thousand eight hundred and fifty-eight, at seven per cent. per annum; they shall have semi-annual interest coupons attached, the first of which shall fall due July 1, 1858. The coupons and principal shall be made payable in the city of New York, United States of America.

Art. 3. The whole public credit of the State of Nicaragua shall be pledged for the payment of the bonds which represent the loan; and as an additional security to the lender or lenders, a Deed of Trust shall be executed by this Government, conveying to three responsible trustees, to be hereafter designated, all that certain tract of land belonging to the Government of Nicaragua, situated between lat. 13 deg. N. and lat. 14 deg. N., and lon. 84 deg. W. and lon. 85 deg. W., from Greenwich, containing one square degree, or two millions three hundred and four thousand acres of land. The said trustees and their successors shall hold the said land in trust for the benefit of the holders of said bonds; and the said deed of trust shall contain all the terms and conditions of the said loan.

Art. 4. The bonds shall be countersigned by one or more of the said trustees of this Government, for the mutual protection of the Government and the said bondholders.

Art. 5. Mr. Appleton Oaksmith is appointed by this Government her special commissioner for the express purpose of negociating the loan of two millions of dollars and carrying out the objects of this decree. He shall also countersign the said bonds in behalf of the Government, and be responsible for their faithful issue.

Art. 6. The said deed of trust shall be made in triplicate, and to each shall be attached a copy of this decree. One shall be deposited in the archives of the Hacienda of this Republic; one with the Minister of Nicaragua in Washington, and one with the said trustees for the benefit of the said bond holders.

Art. 7. The Minister of Hacienda and Public Credit, General Manuel Carrascosa, is charged with the publication, circulation and communication to whomsoever it may concern, of this decree.

Given in Granada, on the twenty-second day of July, one thousand eight hundred and fifty-six.

WM. WALKER.

By superior order this is communicated to you for your intelligence, publication and circulation in the towns under your command, in expectation of the corresponding acknowledgement.

CARRASCOSA.
Minister of Hacienda and Public Credit.

REPUBLIC OF NICARAGUA,
Ministry of Hacienda.

The President of the Bepublic—To all to whom these presents shall come greeting:

Know ye that the Republic of Nicaragua by virtue of the Decree made on the 22nd of July, in the year 1856, authorizing by a solemn law, recorded in the Book of Public Decrees, page 17, the negociation of a Public Loan in the sum of Two Millions of Dollars, have bargained and sold, and by these presents do bargain, sell, assign, transfer, and set over unto

of the City and State of New York, in the United States of America, as Trustees, and to their successors in said Trust, all that portion of the Public Lands of Nicaragua, situated in the Province of Matalgalpa, and described as follows, viz.: Commencing on the North-east corner at a point situated in lat 14° N., and lon. 84° W. from Greenwich, thence running South one degree to lat. 13° N., on the same meridian of longitude, thence running West one degree to longitude 85° W, from Greenwich on the same parrallell of latitude, thence running North one degree on the same meridian of longitude to lat. 14 deg. N., thence running East one degree on the same parallel of latitude to the place of beginning, containing one square degree, or two millions three hundred and four thousand acres of land, with all the mines and mining privileges, dye-woods, timber and all other natural products, the same to hold in trust and as trustees, in the manner and for the purposes and uses hereinafter described.

The said property shall be held for the security and benefit of the subscribers to the Nicaraguan Loan, as described in the aforesaid Decree of the 22nd of July, 1856, and shall be a separate and distinct trust for the security of the bonds issued under said Decree.

The Government of Nicaragua will not alienate, bargain, concede deeds for, or sell the said territory, or any part or portion thereof until the final liquidation of said bonds, except in the manner hereinafter provided for.

The said bonds shall bear date at Granada, Oct. 1st, 1856, and shall have twenty years to run, from January 1st, 1857, and shall be payable in the city of New York; they shall bear interest at seven per cent per annum, from January 1st, 1858, and shall have semi-annual interest coupons attached, the first of which shall fall due July 1st 1858, and shall be payable at a place to be hereafter designated, in the city of New York.

The said Bonds shall be signed by the President of Nicaragua, the Minister of Hacienda and Public Credit, and the Treasurer General. They shall also be countersigned for the mutual protection of the Government of Nicaragua and the Bondholders, by one or more of the said Trustees, who shall not thereby incur any personal responsibility. Mr. Appleton Oaksmith is the authorized Agent of the Government of Nicaragua, and he shall also countersign the said Bonds on behalf of the Government of Nicaragua, and be responsible for their faithful issue,

The par value of the whole loan effected on the security of the aforesaid tract of land shall be two millions of dollars, and it is agreed by the Government of Nicaragua, that the whole credit of the State in addition to the aforesaid tract of land shall be pledged for its security and payment.

Any holder of the said bonds may at any time, before their maturity buy from the Government of Nicaragua a quantity of land in the said tract to be selected by himself, subject to the approbation of the Government, equal to the par value of the bonds held by him, at the rate of one dollar per acre, the Government giving to such party a valid deed to such lands, and cancelling the bonds at the said rate of one dollar for every acre.

If at the maturity of said loan, the Government of Nicaragua is not in a position to pay the same, the holders of said bonds may at their option apportion the said lands among themselves, returning their bonds to be cancelled by the Government, and receiving deeds comprising the whole extent of said property.

The Government of Nicaragua will grant them a liberal charter under which to act; or the trustees may sell the whole of said property or the proportions represented by outstanding bonds, after first giving six months notice by publication in a newspaper of the country and also in New York, New Orleans and Boston in the United States, London in England, and Paris in France, and the proceeds of such sale shall be divided pro-rata among said bond holders, provided it does not exceed the amount due on said bonds, in which event the residue shall be returned to the Government of Nicaragua. In the event of said proceeds not being sufficient to pay the said outstanding bonds, the said trustees shall give a certificate to that effect and upon proper proof the said bond holders shall have a claim on the Government of Nicaragua for any unliquidated balance.

The said bond holders are empowered to fill any vacancy in their trusteeship occasioned by death, resignation, or otherwise; but the number of trustees shall in no event exceed three, and all new appointments shall be subject to the approbation of the President of Nicaragua.

The Government of Nicaragua hereby binds herself to all the foregoing promises, and vests in the said trustees and their successors all the powers as before described; and it is agreed that the bond holders shall have the right of voting on all matters relating to the trustees and to the conditions of this loan, in the proportion of one vote for every one thousand dollars par value of the said bonds.

Now the condition of this instrument and deed of trust is, that if the Government of Nicaragua shall truly pay or cause to be paid the whole of said bonds with interest as before described and according to their tenor and date of maturity, then this deed of trust shall be null and void; otherwise it shall remain in full force and effect.

This instrument shall be made in triplicate one of which shall be deposited in the public archives of the Government of Nicaragua, and one with the Minister of Nicaragua at Washington, and one with the aforesaid trustees for the benefit of the bond holders.

Given in Ganada, the Capitol of the Republic of Nicaragua, this twenty-second day of July, in the year one thousand eight hundred and fifty-six.

Signed, WM. WALKER,
President of the Republic of Nicaragua.

M. CARRASCOSA,
Minister of Hacienda and Public Credit.

In consequence of which the undersigned Secretary of State places his signature, and authorizes it with the great seal of the Republic.

Signed, FERMIN FERRER, Secretary of State.

REPUBLIC OF NICARAGUA,
Ministry of Hacienda,
Granada, July 21, 1856.

Sis—The Supreme Executive Power has been pleased to dictate the following decree:

The President of the Republic of Nicaragua, having in consideration the resources which should be furnished by the administration and management of the port dues of the harbors on the Pacific coast of the Republic, without laying a heavy busthen upon commerce, in virtue of his authority,

DECREES:

Article 1. All vessels that anchor in said posts shall pay twenty cents per ton, excepting coasting vessels, which shall only pay ten cents per ton.

Art. 2. Each vessel shall pay, on its arrival, five dollars the first month, and two and a half dollars every following month.

Ast. 3. Each vessel shall pay to the pilot three dollars for every foot she draws; ten per cent. of the same shall be returnable to the Custom-House.

Art. 4. All vessels that shall enter harbor without a pilot shall be charged one and a half dollars per foot by the Administrator of the Customs, who shall pay to the pilot fifty per cent. of this amount.

Art. 5. Each vessel shall pay hospital dues, as follows: Captain, two dollars; first mate, one dollar; second mate, seventy-five cents; sailors, fifty cents, and every passenger, fifty cents.

Art. 6. In consequence of the above, anterior dispositions in reference to this matter are derogated, though entitled to especial notice.

Art. 7. The Minister of Hacienda, Gen. Manuel Carrascosa, is charged with the fulfilment of this decree and its communication to whomsoever it may concern.

WM. WALKER.

By superior order this is communicated to you, for your intelligence and proper action, in expectation of the corresponding acknowledgment.

CARRASCOSA, Minister of Hacienda.

REPUBLIC OF NICARAGUA,
Ministry of Hacienda,
Granada, July 22, 1856.

Sir—The Supreme Executive Power has been pleased to dictate the following,

The Government, in virtue of its authority,

ORDERS:

Article 1. On the first day of every month, all administrators and receivers shall remit to the Subsecretary of Hacienda a statement of the ingress and egress, amounts and stocks on hand, accompanied by all the documents and vouchers, with notes of the amounts of unusual expenditures.

Art. 2. The Subsecretary of Hacienda shall make a general statement, of which he will give account on the twelfth of every month to the Minister of Hacienda.

Art. 3. The General Treasurer shall register the statements in the bill book; to facilitate which, the Subsecretary of Hacienda shall, after he has made the general statement, forward each individual account for recording in that office.

Communicated to whom it may concern.

WM. WALKER.

Communicated to you, for your intelligence and proper action.

CARRASCOSA,
Minister of Hacienda.

El Nicaragnuese.

Saturday Morning, July 26.

DIRECT STULTIFICATION.

It is amusing to read in the many bitter letters written against Nicaragua, how the authors contradict their assertions by their own licentious testimony. Few communications have been published in the New York Tribune or Courier and Enquirer, but the public was positively informed that *all* letters written from this State were subject to General Walker's personal scrutiny; and if aught was detected therein against the Government, he suppressed the communication. It has been impossible to say anything against the country, say these writers, and therefore the public is constantly deceived; yet in the self-same communications in which these positive assertions appear, we find the most unbridled denunciation of the State and its officers. Private character is attacked without scruple, and to satisfy an innate disposition to slander, the purest men of this Republic—gentlemen against whom the busy tongue of envy would never originate a charge—are accused in the grossest shape, and likened after the vilest similitudes. It would be an endless task in us to contradict these libels; and we only notice the fact of their publication to attract attention to the direct impeachment offered in the body of these letters, to one of the most groundless calumnies started by a host of correspondents. The libellous character of the letters themselves is a proof against the *surveillance* of the Government; and if this is not sufficient to prove its falsity, sensible men may judge how impossible it would be in General Walker, occupied as he is, to devote so great a portion of his time as it would require to read a thousand letters every two weeks, for the purpose of ascertaining the private opinion of every citizen of the State on political questions. The slander is too absurd to require further notice.

OFFICIAL.

American, Atlantic & Pacific Ship Canal and Accessory Transit Companies.

Report of the Commissioners.

The Commissioners appointed by decree of the Government of Nicaragua, dated February 18th, 1856, "to examine, liquidate and ascertain the amount due by the American Atlantic and Pacific present to the Government the following

Report.

In pursuance of the authority imposed by the decree, the Commissioners proceeded at once to the discharge of their duties, causing to be seized forthwith the property belonging to the above named companies, and entrusting it to responsible persons, pending the progress of the examination, and subject to the subsequent order of the Board of Commissioners.

In conformity, also, with the requirement of the seventh section of the decree, three competent persons were appointed by the commissioners to make a fair and just appraisement of the property seized by them as security for the payment of the amount that may be ascertained to be due by the company to the State. The appointees of the Board were, Capt. Joseph N. Scott, late Agent of the Transit Company, Señor Dolores, Bermudas, and Lieutenant-Colonel Byron Cole. These gentlemen proceeded immediately to fulfil their responsible trust, obtaining from the various agencies on the Isthmus a schedule or inventory of the real and personal property on and connected with the line and business of the Transit belonging to the companies in Nicaragua. A thorough and diligent prosecution of their labors enabled them to arrive at a fair and equitable estimate of the whole property. The sum total of the valuation agreed upon by the appraisers and reported to the Commissioners, amounts to one hundred and sixty-one thousand one hundred and twenty-nine and 5-100 dollars. In this estimate is not included the value of the roads, piers, wharves, and other kindred local improvements. The appraisers in their report to the Commissioners say:

"We have patiently examined the entire property of the 'American Atlantic and Pacific Ship Canal, and Accessory Transit Companies,' from San Juan del Sur to San Juan del Norte. Whenever we have been in doubt as to the present value of any portion of the property, we have called in able advice and assistance."

Immediately succeeding the publication of the decree annulling the charter of the two Companies, and the preliminary action taken under it, the Commissioners advised the President of the Accessory Transit Company in New York of the proceedings they had instituted, and forwarded, at the same time, a copy of the instrument of authorization. The same course was pursued towards all the agents of the Company in Nicaragua, and a sufficient time extended by the Commissioners before the prosecution of the examination, to admit of the reception of any statement or evidence from the Company, by which its interests might be defended, and the justness and integrity of its action vindicated. As the privilege of representing and defending the interests of their principals was given by the decree to the agents in Nicarrgua, the Commissioners were anxious to afford any facility in their power that would enable them to traverse the claim of the Government, and justify, if possible, the alleged default of the Company. No response was made within the ample time afforded—nor has since been made to the communication addressed by the Commissioners to the President of the Company in New York; and they were constrained, by considerations of duty, to comply at once with the requirement of the Government, and facilitate, as promptly as practicable, the discharge of their responsible and important trust.

The decree of the Government succinctly sets forth the reasons, upon the basis of which the charter of the two Companies was annulled; to which might be added others of equal cogency, revealed in the progress of the examination before the Commissioners.

As their duty, however, is confined simply to the examination, liquidation, and ascertainment of the amount due by the Companies to the State, the investigation of the grounds upon which the forfeiture was predicated and declared, is excluded from the province of their legitimate considerations. The Commissioners, therefore, in the prosecution of their labors have limited their investigations to the requirements imposed by the decree, without regard to the importance of various developments affecting in other ways the good faith and integrity of the Companies to the Government.

Article fifth of the amended and final charter granted by the State to the two Companies (consisting of the same persons, and now known and designated only as the "Accessory Transit Company,") declares the agreement and obligation of the Company to pay to the State, for their grant, the following sums of money, *viz:* "1st. ten thousand dollars by draft on the said Company, in the city of New York, as soon as the contract shall be ratified by the legislature of the State. 2d. Ten thousand dollars at the expiration of one year from this same date; and ten thousand dollars each year thereafter, until the completion of the said canal." As an additional recompense to the State for its concession of privileges to the Company—or rather as the essential consideration of the grant. Article sixth provides that the State shall also receive ten per cent. of the net profits, without any deduction of interest of any route which the Company may establish between the two oceans, whether it be by railroad or carriage road, or by any other means of communication, during the twelve years herein granted for the construction of the canal.

In the prosecution of their examination, based upon these provisions and requirements of the charter, the Commissioners met with numerous difficulties, and some of startling prominence. Article seventh of the grant imperatively declares that "the said Companies shall be bound to make and present an annual report and account to the Government of Nicaragua, setting forth its receipts and expenditures, which report shall be certified by the proper officers of the Company." In this essential duty and obligation to the State the want of such necessary data, as provided for in this article of the charter, upon which the Commissioners could predicate their investigation, has been the fruitful source of afflicting perplexity and embarrassment. The same article grants also to the State "the right, through any commissioners it may appoint for that purpose, to inspect and examine at any time the books of the Company, to satisfy itself of the correctness of said receipts and expenditures."

The remissness and fault of the Company have deprived the Commissioners of the opportunity of availing themselves of this inestimable privilege. No annual statement or account of the receipts, expenditures and condition of the Company appears among the archives of the State, nor do the books of the Company within the limits of the State, furnish any appropriate or definite idea of its receipts, expenditures and condition. So absolute has been its neglect to comply with the provisions of Article VII, of the charter, that but for vagrant and adventitious sources of information, the Commissioners would have been compelled to abandon the investigation in utter hopelessness. The persons who, in the earlier part of the existence of the Company, were employed as agents on the Isthmus route had ceased to be retained in their respective agencies, had abandoned their sojourn in the country, and had left no trace or record in their offices of the transactions they supervised, and the interests they represented. The books, if they had possessed any, and all the records and memoranda relating to the business and condition of the Isthmus transit, instead of being retained in the offices for the use and convenience of their successors to the agencies, and for inspection at any time by the Commissioners of the government, were transmitted "by authority" to the Company in New York. From the month of August, 1851, the time of commencing the transportation of frieght and passengers across the Isthmus, until the month of January, 1854, there are no positive or reliable data upon which the Commissioners have been enabled to arrive at any accurate conclusion in relation to the business transactions during that period. The records of the Virgin Bay Office might have rendered some valuable information concerning the business, the receipts and disbursements during the year 1853, but these records by the casualty of war, as also the official correspondence of the Company, have either been destroyed by the enemies of the State, or removed beyond the reach and jurisdiction of the Commissioners. In view, however of the testimony of one of the agents, that the Company's books did not exhibit, and were not intended to exhibit a true statement of the condition and affairs of the Company, it might be warrantably inferred that the loss of the Virgin Bay records was not a very serious deprivation to the government. The Commissioners have been compelled to prosecute their inquiries under this accumulation of difficulties, and from various causes have been compelled to submit also to untimely interruptions and vexatious delays.

Through the testimony of the recent agents and employees of the Company, aided by private notes and memoranda kept by them, together, also, by a few official records accidentally preserved, all the information within the jurisdiction of the Commissioners that could be obtained, has at length been elicited, that relates to the duty with which they have been charged by the Government. The agency of San Juan del Sur, represented by George Fitzgerald and Henry Dickson, has yielded perhaps the most reliable, but still unsatisfactory information. Their memoranda of freight and passengers preserved in the office, not by the authority of their employers but as a private record, dates from the month of January, 1854, to the month of March, 1856. The statistics of these gentlemen were obtained from way bills, and accounts of the Contractor who landed and embarked passengers and frieght on the steamers in the port of San Juan. The evidence of Mr. Gottel, the transportation contractor for the Isthmus, embraces the same period of time, but is strangely variant in its statistics. By the testimony of the former gentlemen, the number of passengers crossing the Isthmus during the above mentioned period, extending through 25½ months—being 132 trips of the ocean steamers—amounted to 41,954; an average of 411 per trip, 1,644 per month.

The average number of passengers per month for the year 1854, as stated by Mr. Gottell, was 1948, or 23,363, for the year. For the remainder of the time to the month of March, 1856, the discrepancy is equally in favor of the larger average of monthly transportations. Taking this period of time as the basis of calculation, the Commissioners cannot avoid the consideration of certain facts, circumstances and influences which have operated at various times within these years to elevate and depress the business of the Isthmus transit.

Allowing the statement of Mr. Dickson, which gives the smallest number, to be correct, it reveals that from January, to July, 1854, a period of five months—four steamers per month—that the average of passengers per trip amounted to 636, or 2544 per month. From or about this time, it is testified a combination was entered into by "The Accessory Transit Company" with the Panama Company, the effect of which was exceedingly prejudicial to the travel by the Nicarguan route. The combination wa evidently a fraud upon the rights of the Government and inconsistent with the chartered immunities of the Company, and whatever the motive that prompted the arrangement, the result was anything but favorable to the interests of the State.

From July 1854, to June 1855, a period of ten months, within which 38 trips of the ocean steamers of the line were accomplished, there is exhibited an average of only 280 passengers per trip, or 1120 per month; and during this while 18 consecutive trips show the diminished average 198 per trip, or 792 for the month.

The ruinous effect of the combination upon the Transit travel is too apparent from this statement to require the aid of argument. If any thing was requisite to fortify this conclusion, it is only necessary to compare the amount of travel at this time with that of the subsequent months, when the combination had ceased to exist.

From July, 1855, to January, 1856, a period of six months, within which were made 24 trips, the average per trip amounted to 554, or 2216 per month. Thus it is seen that the months preceeding the existence of the combination, show an average per month of 2544 passengers, and the months immediately succeeding the dissolution of the combination exhibits a months average of passengers amounting to 2316, while during the existence of the alliance of the rival companies, the average per month ranged only from 792 to 1124. During a considerable portion, too, of the existence of the Accessory Transit Company, there was another influence operating upon and controlling the fortunes of the transit enterprise.

On the Panama route there was established an Independent line of steamers competing with the Panama Company for the freight and passenger transportation, which had the reverse effect of the combination, and promoted largely the success of the Nicaraguan Transit. During the opposition of the Panama Company, and the "Independent Line," the average monthly transportation of passengers by the "Accessory Transit Company," according to the statement of Mr. Gottel, reached to the increased number of 2800. The evidence before the Commissioners all tends to establish the fact that the amount of travel over this Isthmus, preceeding the month of January, 1854, was greater than since that period, and that when the Transit Company was unfettered by alliance with the Panama rival, the number of passengers that traversed this route largely exceeds an average of 2000 per month. By reason of the Independent opposition, the average as shown per month was 2800; from January, 1854, to July of the same year, when the combination did not exist it was 2544; from July, 1854, to June, 1855, during the whole or a great portion of which period the alliance is shown to have continued, it was 1124; and from July, 1855, to January, 1856, when the Companies were disconnected in interest, it reached to 2216. By reducing these several sums to a common average, it will make the number of monthly transportations 2144.

These estimates as already intimated, are founded from the only reliable sources of information within the reach of the Commissioners, and the statistics upon which they are based, if not scrupuously accurate, are sufficiently so in the estimation of the Commissioners to warrant their adoption. But while it is their duty to guard and protect the best interests of the State, they have been equally desirous to do ample justice to the Company. In view then of the possibility of committing unintentional error by the adoption and use of incomplete statistical records, the Commissioners have deemed it equitable to adjust the monthly average of prssengers at 2000, being convinced from the weight of testimony, that it could not by any reasonable probability have fallen short of that number. The almost positive averment of Mr. Gottel, that since 1852, or about the time of his connexion with the Company, the average would fully equal the number of 2000, renders little less than irresistable the conclusion of its accuracy. The charge for the transportation of passengers over the route from ocean to ocean was $35 per head at the commencement of the Transit enterprise, and has never been varied up to the time of the dissolution of the charter. Taking the number of 2000 as the basis at the rate charged, the monthly receipts of the Company from the Isthmus transit for passengers alone, have amounted to the sum of $70,000. The proof before the Commissionersa s to the period when the transportation of specie was commenced by the Company is exceedingly vague and unsatisfactory.

It is in evidence that the Company, up to 1853, was limited in its sphere of operations exclusively to the business of receiving passengers and freight at the Atlantic and Pacific ports of Nicaragua, and transporting them by land and water carriage to either ocean, regardless of the manner of arrival at either of those ports. According to the spirit and intention of the charter the Company confined itself solely to the purpose of facilitating the Isthmus Transit until the spring of 1853, when a line of ocean steamers was established, and a monopoly of the carrying business effected by the arbitrary exclusion of ocean competition and prohibition of transportation across the country, except as to freight and passengers arriving at the Atlantic and Pacific ports of the State, on vessels belonging to or in the service of the Company.

This diversion of the legitimate aim and pur- of the Company, like the combination subsequently entered into with its Panama competitor, could not fail of producing serious injury to the interests of the State, howevet profitable may have been its results to the private fortunes of the Company. There can be little doubt that a strict adherence to the essential objects of the charter—the sole business of conveying freight and passengers across the country, from ocean to ocean—leaving the business of the ocean to a world-wide competition, instead of restricting it to the limits of an exclusive privilege—the only warrant for which was an act of usurpation—would not only have been far more profitable to the Government in a pecuniary consideration, but the facilities of transit between the oceans would have been immeasurably increased.

It would be a reasonable supposition that the Company entered into the arena of competition for treasure shipments simultaneously with the organization and embarkation of its line of ocean steamers. This hypothesis is sustained by so many concurring recollections in relation thereto, and fortified by the implied proof contained in supplementary statement of Mr. Gottel, that they create in the minds of the Commissioners a moral conviction of its accuracy.

In the office of the agency of San Juan del Sur the accountable receipts of specie transported have been preserved only from November 1854 to March 1856; beyond that date there is no record or memorandum in any of the offices in Nicaragua of the amount of specie shipments.

The same difficulties encountered by the Commissioners in ascertaing the monthly average of passenger transportations equally apply, therefore, in determining the extent of this branch of the Company's business.

The aggregate of the sums shipped, from November 5th, 1854, to March 2d, 1856, amounts to $16, 137, 457 52-100, or an average per steamer — thirty-three steamers — of $489,013 83-100. Taking the same average for the preceeding term, from April 1853—the time of commencing steamship operations—to November 1854, from which period the Commissioners are in possession of the accountable receipts of the Company, it will give as the product of the thirty-eight trips which the term embraces, the additional sum of $18,582,525 54-100, which, united to the ascertained product of the thirty-three succeeding trips, exhibits for the whole period the aggregate of $34,719,982 06-100.

It might not be improper, in consideration of the limited details the Company's agents are enabled to exhibit of its business on the Isthmus, to extend this average as far back as August 1851, the date of the commencement of the Transit enterprise. The Commissioners would feel assured of their just fication in the premeditated desiga and assiduous determination of the Company to conceal from the knowledge of the State the records of its financial history. That treasure arriving by ocean vessels was conveyed across the Transit route anterior to the year 1855 there can be little question, although limited in amount as compared with the succeeding years. To allow credit to the Government simply for the amount of specie shipments for which the Commissioners have the accountable receipts, would be as unjust as to limit the examination of its claim for recompense to the ascertained number of passengers transported during a fraction only of the term, in the whole of which it has an equal interest.

The Commissioners are fully impressed with the delicacy of determining matters of such momentous import as are embraced within the sphere of their responsibilities, and are desirous of avoiding, in their anxiety to represent fairly the interests of the Government, any rule or basis of decision that would operate unjustly upon the rights of the Company. That they are not enabled to examine, liquidate, and ascertain with exactness the amount due from the Companyt o the State is in no sense

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the delinquency of the Commissioners, and in establishing a basis of computation that should prove to be not strictly consonant with the actual condition of things, the error can only be attributed to the inexcusable absence of that information which it was the duty and obligation of the Company to have contributed for their direction and government. While, then, the State would be prejudiced by limiting its claim to the trifling per centage allowed on the aggregate amount of treasure contained in the accountable receipts, in possession of the Commissioners, it might be doing injustice to the Company to insist upon taking the average per trip of that aggregate, computing the amount from August 1851, and charging per centage and interest up to the time of the abolition of the charter.

But to assume that its actual and profitable business of specie transportation had its origin with the line of ocean steamers in 1853, seems, to the conviction of the Commissioners, to accord with fairness, and to establish the basis for an equitable adjustment of the respective rights of the State and Company.

The sum of $34,719,982 06-100 as the aggregate of specie shipments for nearly three years—exceeding by a fraction eleven millions of dollars only per annum—considering the vast amount of treasure exported from California during that period, and the success which in other respects favored the Accessory Transit enterprise, cannot be otherwise than a close approximation to the actual sum transported. This estimate, as already stated, is based upon the ascertained average per trip of the thirty-three trips, from November 1854 to March 1856.

For the transportation of treasure the Company received one half of one per cent on the dollar, at which rate, at the average of $489,013 83-100 per trip, the receipts of the Company per steamer on its specie account amounted to $2,445 06-100, or $4,890 12-100 per month.

Independent of the treasure there was a large amount of freight conveyed across the route, which was not an inconsiderable source of revenue to the Company. From the statement of Mr. Gottel, the transportation contractor, the total amount of freights arriving by the steam-ships of the Company and carried over the Isthmus, from January 1854 inclusive to January 1855, was 1,117,203 pounds, or a monthly average of 93,100 pounds. For the year 1855 it amounted to 1,028,332 pounds, or an average of 85,692 pounds per month. Taking the average of both years, 89,397 pounds would be the amount of monthly transportation.

The weight of the treasure would not equal the number of 25,000 pounds; but assuming the smallest average, and estimating the weight of the treasure at the high figure of 25,692 pounds, there would still remain a balance of freight per month of 60,000 pounds, which, at the rate of fifteen cents per pound charged by the Company, would add to its monthly receipts the sum of $8000.

The revenues of the Company were not limited to the freight and passengers arriving by the steam-ships, but there was also a constant accumulation of receipts from the internal travel of the country and the transportation of way freights. The agency offices have preserved no books, no records, no memoranda from which might be deduced the probable amount of revenue derived from these sources. The agents at San Juan del Sur, at Virgin Bay and Castillo give evidence of receipts at various times for way freights and passage, but have preserved no official data upon which to fix an estimate of the amount. The testimony of J. A. Ruggles, who was agent at Castillo from August 1851 to December 1853, shows that the expenses of that agency were more than defrayed by the sums received from this branch of the business of the Company. He states that from $1300 to $1400 at a time have been paid to him for way freights and passage, during the period of his agency at that station. From November 1851 to July 1852, Mr. John T. Doyle was the general agent for the route, and kept his office at Virgin Bay. In relation to the internal business transacted during his agency, Mr. Cyrenus Fitzgerald testifies: "I recollect distinctly, in 1851, the agent at Virgin Bay saying, *and showing from the Company's books*, that he had received enough money for baggage, and passage money for tickets, to San Juan del Norte, to pay his expenses upon the Isthmus." This statement applies to the entire period of Doyle's agency. Mr. Doyle was the general agent, and all the other agents were subject to his direction, and the expenses generally were paid from the office of Virgin Bay. Concerning the same period Mr. Henry Gottel says: "From the 9th of November, 1851, to March 19th, 1852, I was the confidential clerk of Mr. Doyle, general agent of the Transit Company, stationed at Virgin Bay. During the time I was clerk under Doyle, no drafts were drawn on New York for expenses. The receipts were sufficient to cover expenses and pay for *such improvements as were then going on.*"

From the statements of these agents and employees of the Company, it is evident that from August 18, 1851, to November, 1852, a period of more than one year—the Company is justly entitled to no deduction from the gross receipts of the ocean freight and travel crossing the route, for the current expenses of the line. The way freight and travel have been sufficient not only to defray the necessary disbursements for keeping the line in regular operation, but enough also to pay for the improvements that were progressing during that period. This revelation of the extent of the Companies' business in those early years of its existence, fully sanctions and justifies the basis of computation hitherto adopted by the Commissioners. Indeed during the whole existence of the Company, large profits have been derived from the internal travel and trade of the country, but it is wholly impracticable for the Commissioners by reason of the indefinite and unsatisfactory testimony in relation thereto, to estimate the amount with any reasonable approximation to accuracy. They are constrained, therefore, to the certain detriment of the interests of the State, to exclude from their calculation of profits the income obtained from this prolific source of revenue. The number of passengers transported monthly across the Isthmus from the two oceans, the Commissioners have estimated at 2000, and the amount of freight, exclusive of treasure, at 60,000 pounds, dating from August, 1851, inclusive. The monthly amount of treasure is estimated at $489,013 83-100 commencing with April, 1853, and ending the 1st of March, 1856. The gross receipts of the Company, per month, from Augest, 1851, to April, 1853, rating the passengers at $35 per head, and frieght at 15 cents per pound, amount to $78,000, to which, from April 1853, is to be added the one half per cent upon the monthly amount of specie transportation. In order then definitely to arrive at the net profits of the Company upon the basis established, and ascertain the amount due to the State, it is only necessary to establish the current monthly expenses for transporting passengers and frieght across the country from ocean to ocean. In the prosecution of this important branch of their inquiry, the Commissioners have succeeded in obtaining very accurate information.

The statement and exhibit of Captain Joseph N. Scott, the late General Agent of the Transit Company, stationed at Punta Arenas, shows a profligacy of expenditure incompatible with the idea of a profitless enterprise. There are many items of disbursement, however, relating to the construction of wharves and piers, and the repairs of roads, and other kindred improvements, for which expenditure the Government is not entitled to be charged. All works of this description were included in the original obligation of the Company, and it would be as little reasonable to charge the State with the building of a wharf or pier, as it would be the construction of any portion of the canal, or railroad, or carriage road, which, by the terms of the charter, was imposed upon the Company. The complete establishment or perfection of the route was contemplated by the grant to be effected by the recipients of the benefit, out of their own capital, without any deduction, therefore, from the interest of the State, in the adjustment of outlays and profits. In prosecuting these works, the Company is only performing a duty which it should have had accomplished at the beginning of its enterprise. In consequence of this incomplete condition of the route—through the fault of the Company alone—numerous agents, employees, superintendents, and laborers, have been retained at a heavy expense, whereas, were the necessary improvements perfected, the necessity of this prodigal amount of expenditure would have been wholly obviated. To allow the Company credit for these disbursements, would be a palpable injustice to the State, and contrary to the meaning and intention of the charter, by which their mutual rights are limited and defined.

The monthly outlay for all the expenses of the route is estimated by Capt. Scott, at or about $30,000.

The actual expenses, however, for transporting freight and passengers, from ocean to ocean, and compensating necessary agents and employees in the business of transportation alone, falls short of that amount by nearly $10,000. The compensation allowed to the agents have been endorsed by the Commissioners to the full extent of the liberality of the Company. Considering the number of secretaries, clerks, and employees—to whom also have been paid large salaries—that have been retained in the employ or service of the Company, it cannot but be admitted that the recompense to the principal agents has been not only liberal but characterised by an exhibition of even munificent prodigality. Some and indeed many of the expenses which have been allowed by the Commisioners ought not, in a fair and equitable sense, to be charged against the Government. They have allowed them, however, for the reason that they are unwilling to exact from the Company the strictest fulfilment of the conditions "nominated in the bond." The necessary legitimate monthly disbursements for transporting freight and passengers across the route, as made up by the Commisioners from the testimony of Captain Scott, amount to $20,058 63-100. But for the convenience of round numbers, they estimated them at $21,100.

Of this sum the State is entitled to ten per cent., which would establishthe claim of the Government to $5700 per month, or an annual sum of $69,600 from August 1851 to March 1856. When to this is added the yearly interest of six per cent.—less than the rate in New York—the receipts from specie shipments from April 1853, and the annual payment of $10,000 provided for in the charter, the gross product will show the indebtedness of the Company to the State to be *four hundred and twelve thousand five hundred and eighty-nine and* 96-100 *dollars* ($412,589.96).

The agents of the Company have presented no offsets for allowance, nor have they given evidence of any payments at any time made to the Government. Not only have the Commissioners been deprived of the sources of information which it was the duty of the Company to provide, but a strange indifference has manifested itself on the part of the Company and its agents in relation to this examination into its affairs. Such being the circumstances under which this investigation has proceeded, the Commissioners could not but appreciate to the full extent the arduous nature of their undertaking. But if from the darkness they shall have succeeded in evolving a ray of light sufficient to reveal the mystery of iniquity by which the Company has been agrandized and the interests of the State imperilled, they will have acquitted themselves of a duty, to the faithful performance of which they have the consolation of having contributed their honest endeavors.

APPENDIX.

HENRY DICKSON'S STATEMENT.

Number of Passengers from July, 31, 1854, to June, 1855—Thirty eight Trips—Combination.

	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	M'ch	Apl.	May.	Total five months.	Average per trip.	Average per month.
	270	352	407	435	370	280	171	150	172	175			
	361	266	403	240	380	247	185	280	219	378			
	321	223	336	580	250	206	170	174	110				
	365	827	492	330	255	149	224	202	326				
	1.321	1.168	1.638	1.585	1.255	882	750	756	827	553	13.069	554	2.216

Number of Passengers for five months, from January 31 to July, 1854—Four Trips per month, making Twenty Trips—No Combination.

	Feb.	M'ch.	April.	May.	June.	Total five months.	Average per trip.	Average per month.
	489	562	577	480	827			
	833	818	813	875	478			
	507	410	602	982	692			
	810	817	795	538	552			
	2.839	.607	2.777	[illegible]	[illegible]	12.726	636	2.644

Number of Passengers for six months, from July 1, 1855, to January, 1856—Twenty four Trips—No Combination.

	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Total five months.	Average per trip.	Average per month.
	522	852	544	540	408	549			
	464	395	446	457	527	801			
	511	331	409	520	589	487			
	670	809	365	607	589	737			
	2.167	2.387	1.764	2.104	2.113	2.524	13.059	554	2.216

PASSENGERS.	Combination.	No Combination.	Double Opposition.
Average number of Passengers per month, from the year 1854 to 1855,	780	2.500	2.800

FREIGHT.	Number of pounds.	Average per trip.	Average per month.
For year ending Jan. 1, 1855,	1.117.203	23.275	93.100
" " Jan. 1, 1856,	1.028.332	21.423	85.692
Aggregate number of pounds, Average of both years,	2.145.535	22.349	89.396

195–605–700 (Total average per trip.

780–2500–2800 (Total average per month

RECAPITULATION.

Amount due for year ending August, 1852	$69.600		
Annual payment..	10.000		
		$79.600	
Interest on above from Aug. 31, 1852, to March 1, 1856, 3 years and 6 months, at 6 per cent.		16.716	
			$96.316 00
Amount due for year ending August, 1853	69.600		
Annual payment...	10.000		
		79.600	
½ per cent on specie from April to Aug. 1853		1.796	
Interest. on above from August 31, to March 1, 1856,		12.209 40	
			93.605 40
Amount due for year ending August, 1854	69.600		
Annual payment...	10.000		
		79.600	
½ per cent on specie,		5.388	
Interest from August 31, 1854, to Mar. 1, 1856.....		7.648 92	
			92.636 92
Amount due for year ending 1855	69.600		
Annual payment...	10.000		
		79.600	
½ per cent on specie		5.388	
Interest from August 31, 1855, to Mar. 1, 1856.....		2.549 64	
			87.537 64
Amount due for six months ending March 1, 1856...	84.800		
Six months payment	5,000		
		39.800	
½ per cent on specie for six months...		2.694	
			42.494 00
Aggregate of Indebtedness			412.589 96

AMOUNT OF SPECIE Transported from November 5, 1854, to March 1, 1856.

Dates.	Steamers.	Amounts.
Nov. 5, 1854,	Sierra Nevada,	$564.405 29
22,	Cortes,	737.258 00
Dec. 6,	Uncle Sam,	800.352 00
22,	Sierra Nevada,	625.885 00
Jan. 4, 1855,	Cortes,	549.270 00
20,	Uncle Sam,	640.200 00
Feb. 5,	Sierra Nevada,	476.405 00
21,	Cortes,	621.059 76
Mh. 9,	Uncle Sam,	92.322 67
21,	Sierra Nevada,	234.536 91
Apl. 5,	Cortes,	168.643 00
21,	Uncle Sam,	302.591 50
May 7,	Sierra Nevada,	277.937 49
22,	Cortes,	380.798 00
27,	Uncle Sam,	516.945 37
J'ne 14,	Pacific,	627.306 50
28,	Sierra Nevada,	828.972 94
July 14,	Cortes,	848.010 00
28,	Uncle Sam,	930.046 27
Aug. 16,	Pacific,	711.705 75
29,	Uncle Sam,	995.602 43
Sept 17,	Sierra Nevada,	1043.447 44
Oct. 3,	Cortes,	445.210 00
17,	Uncle Sam,	79.248 25
Dec. 1,	Uncle Sam,	325.301 40
17,	Sierra Nevada,	429.230 90
Jan. 1, 1856.	Cortes,	551.343 00
17,	Uncle Sam,	583.446 09
Feb. 5,	Sierra Nevada,	242.678 54
20,	Cortes,	225.715 00
Mh. 2,	Uncle Sam,	272.583 02
33 trips,.....		$16,137,457 52
Average per trip,.....		489,013 83

MONTHLY EXPENSES OF THE ACCESSORY TRANSIT COMPANY.

Agency at Punta Arenas:		
One General Agent.....	$888 88	
One Secretary.....	166 66	
One Foreman.....	200 00	
Provisions for the line	900 00	
Storekeeper.....	60 00	
Porter	30 00	
		2.245 54
Agency at Castillo:		
One Agent.....	166 66	
One Porter.....	50 00	
		216 66
Agency at Virgin Bay:		
One Agent	625 00	
One Clerk.....	150 00	
Speeie Conductor	175 00	
Porter	50 00	
Launch and Crew.....	200 00	
		1.200 00
Agency at San Juan del Sur:		
One Agent	416 66	
Water-boat and Crew.....	180 00	
Porter	50 00	
		646 66
Lake and River:		
Lake Steamer to Toro	2.000 00	
Wood for Same	250 00	
One trip in Ordinary	250 00	
		2.500 00
One trip from Toro to Castillo	1.000 00	
Wood for Same.....	75 00	
		1.075 00
Two steamers from Castillo to Punta Arenas 1000 dols. each.....	2.000 00	
Wood for Same.....	500 00	
One Steamer in Ordinary..	250 00	
		2.750 00
Isthmus Transit:		
2000 passengers at 3 dols. each.....	6.000 00	
85,759 lbs. of freight at 3 cts. per pound.....	2.572 77	
		8.572 77
Landing and embarking passengers San Juan.		
2000 passengers at 25 cts. each.....	700 00	
85,759 lbs. freight at 4 dols. per ton.....	152 00	
		852 00
Monthly Aggregate of Expenses.....		20.058 83

[CONTINUED ON NEXT PAGE]

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AVERAGE OF SPECIE SHIPMENTS

From November 5th, 1854, to March 2nd, 1856.

	Aggregates.	Averages per Trip.
8 trips from Nov. 5, 1854, to Feb. 21, 1855, 4 months....	$5.014.835 05	626.854 00
6 trips from Mar. 9, 1855, to May 22, 1855, 3 months....	1.456.829 57	242.805 00
9 trips from May 27, 1855, to Oct. 3, 1855, 4½ months...	6.956.246 70	772.917 00
10 trips from Oct. 17, 1855, to Mar. 2, 1856, 4 months....	2.709.546 20	270.954 00
Aggregate of the 33 trips as before	16.137.457 52	
Common average per trip as stated.....		489.013 83
Aggregate of 38 trips, same average from April 1853, to November '54	18.582.494 00	
Add the product of the 33 trips succeeding...	16.137.457 52	
Total amount of specie shipments from April 1853.....		34.719.951 52

Rules and Regulations

OF THE

PAYMASTER'S DEPARTMENT.

—— 1. The Paymaster-General is stationed at the seat of Government, and under the direction of the Commander-in-Chief, is charged with the military responsibilities of this department, and the control of the officers connected therewith.

—— 2. The troops are to be paid in such manner as that the arrears shall, at no time, exceed two months, unless the circumstances of the case shall render it unavoidable.

—— 3. No payment will be made to the troops, officers excepted, but on muster-rolls, signed by the officer in command of the company, at the time of muster.

—— 4. The commanding officers of regiments, corps and posts are to furnish the Paymasters of their respective districts, on the last day of every month, abstracts—showing the number, rank and disposition of the troops in such command, on which to found estimates.

—— 5. The Paymaster-General will give immediate notice to the commanding officers of geographical divisions, departments, regiments or posts of all funds advanced to Paymasters for the payment of their commands.

—— 6. Funds for the payment of troops will not be directed from their legitimate object by the order of any officer whatever.

—— 7. Paymasters will make individual payments, regularly required of them; and will pay all stewards, wardmasters, nurses, attendants and patients within the command to which they are assigned, on proper musters and inspections.

—— 8. No Paymaster will issue due bills for the pay of the troops, nor take receipts when payment has not actually been made; and if any Paymaster or other officer shall, either directly or indirectly, be accessory to the purchase of any non-commissioned officer, musician, or private's certificate or evidence of pay due, such receipt, certificate, or evidence of pay will not be received as a voucher in settling pay accounts; and on proof of the facts such officer shall be dismissed the service.

—— 9. Each individual as he is paid is to sign the roll in his proper place. Such as cannot write their own names are to make their marks (X), which must be witnessed by one commissioned or two non-commissioned officers.

—— 10. When the Commander-in-Chief directs stoppages to be made from the pay of officers or soldiers, on account of balances found to be due the Government on the books of the several departments, the Paymaster-General will transmit copies of the statement to the Paymaster in whose district the officers or soldiers may be serving. In all cases the deductions must be made before payment, unless written evidence is produced from the accounting officers of the several departments that the balances debited to the officers or soldiers have been accounted for. Deductions thus made shall not debar them from credits to which they may thereafter show themselves justly entitled.

—— 11. Stoppages are to be made from the pay of non-commissioned officers, musicians, artificers and privates, on account of clothing, when more than the quantity allowed has been received by them, and on account of arms, accoutrements, ammunition or other public property lost or injured by them. These amounts will be entered on the muster-roll, the descriptive list given to detached soldiers, and on the certificate given at the time of discharge. The amount to be paid to, or deducted from, the non-commissioned officers, musicians, artificers and privates, of the money for clothing, is to be stated on the muster-rolls in dollars and cents by the officers commanding the companies to which they belong.

—— 12. Officers on retiring from service, will, previous to receiving their pay, furnish the Paymaster with their own affidavits taken before the proper civil authority, that they have no unsettled accounts with, and are not indebted to the Government of Nicaragua. Such affidavits must also designate the date of acceptance, of resignation, or removal from office.

—— 13. When an officer is dismissed from the service, he shall not be entitled to pay beyond the day on which the order announcing his dismissal is received at the post where he may be stationed, unless a particular day beyond the time is mentioned in the order.

—— 14. Every soldier who deserts the service, shall forfeit all the pay, cothing, and allowances, which may be due at the time of his desertion.

—— 15. All officers of the army are required, as far as practicable, to draw their pay from the Paymaster of the district in which they may be on duty

—— 16. All officers on the recruiting service, who are accountable for arms, accoutrements, and clothing, will be entitled to the ten dollars additional, allowed to Commanders of companies, whenever their command is equal to a company of artillery.

—— 17. Officers shall not pass away or transfer their accounts for any amount not actually due at the time. When an officer transfers his account for pay which is due, he will immediately communicate the fact to the Paymaster, by whom such accounts are expected to be paid; otherwise Paymasters are prohibited paying them.

—— 18. Commanding officers of military posts, arsenals, and companies, will not forfeit the allowances to which they are entitled by reason of such command when temporalily absent; provided the absence is less than one month.

—— 19. When an improper payment has been made to any enlisted soldier, and disallowed in the settlement of the Paymaster's accounts, the Paymaster will report the fact to the Commander of the company in which the soldier is mustered, who will note on the muster rolls, the amount to be stopped from the pay of the soldier, that it may be refunded to the Paymaster, in whose accounts the improper payment has been disallowed.

—— 20. All payments *in advance* are prohibited.

—— 21. In all cases where an officer of the army is required by the special direction of the Commader-in-Chief, for which compensation is not specially provided by law, or by the Regulations, and when the instructions directing such duties to be done, or such disbursements to be made, make no provision for any addition l compensation, no allowance therefor will be made to such officer.

—— 22. No officer shall receive pay for two Staff appointments at the same time.

ALEXANDER JONES,
Paymaster-General.

OFFICIAL.

REPUBLIC OF NICARAGUA,
Ministry of the Government,
Granada, July 21, 1856.

Sir—The Supreme Executive Power has been pleased to dictate the following decree:

The President of the Republic of Nicaragua to its inhabitants,

DECREES:

Article I. That the Minister of this Government to the Government of the United States is empowered to appoint Consuls in the different posts of that nation, and extend for them the necessary diplomas.

Art. 2. Published and communicated to whom it may concern. WM. WALKER.

To the Minister of Relations and Government, Don Fermin Ferrer.

By superior order this is communicated to you, for your intelligence and proper action, in expectation of the corresponding acknowledgment.

FERRER, Minister of State.

REPUBLIC OF NICARAGUA,
Ministry of Government,
Granada, July 21, 1856.

The Supreme Executive Power has been pleased to dictate the following decsee:

The Government, in virtue of its authority,

ORDERS:

Article 1. That the power given to Mr. CHAS. S. WELLETT to act as Consul for this Government, in New York, be annulled.

Art. 2. Communicated to whom it may concern. WM. WALKER.

Communicated to you for your intelligence and proper action. FERRER, Minister of State.

REPUBLIC OF NICARAGUA,
Ministry of Relations and Government,
Granada, July 22, 1856.

Sir—The Supreme Executive power has been pleased to dictate the following:

The Government, by virtue of the decree issued on the 21st of the present month,

DECREES:

Article 1. Appointed Judge of First Instance in the Oriental Department, Mr. Thomas Baseyc.

Art. 2. Published and communicated to whom it may concern. WM. WALKER.

Communicated to you for your intelligence and proper action.

FERMIN FERRER, Minister of State.

REPUBLIC OF NICARAGUA,
Ministry of Relations and Government,
Granada, July 19, 1856.

Sir—The Supreme Executive Power has been pleased to dictate the following:

The Government, in virtue of its authority,

DECREES:

Article 1. Appointed Governor of the Police of the Island of Onetepe, with the salary authorised by law, Mr. Charles Meyets.

Art. 2. Published and communicated to whom it may concern. WM. WALKER.

By superior order this is communicated to you, for your intelligence and corresponding attention, in expectation of the customary acknowledgment.

FERMIN FERRER, Minister of State.

WILLIAM WALKER, President of the Republic of Nicaragua, to its inhabitants.

It being necessary that the Government should be properly represented at the Cabinet of Washington,

IT IS DECREED:

ART. I. Appointed resident Minister in Washington, Mr. Appleton Oaksmith.

ART. II. That the customary diploma be extended and communicated to whom it may concern.

Given in Granada, July 16th, 1856.

WILLIAM WALKER,

To the Minister of Foreign Relations,
FERMIN FERRER.

GENERAL ORDERS—NO. 129.

HEADQUARTERS OF THE ARMY,
Adjutant General's Office,
GRANADA, *July* 22, 1856.

IN consequence of a petition made to the Commander-in-Chief, in reference to an amendment to the Rules and Articles of War, the following is issued:

The Commander-in-Chief sees with regret that one of the chief military virtues—*temperance*—is not as much esteemed as it should be in the Army He earnestly exhorts the Officers of the Army to furnish in this respect an example of self-restraint and control to the men, and to see properly punished socially, as well as legally, the intemperance which is calculated to bring the army into contempt and disgrace.

By command of WILLIAM WALKER,
General Commander-in-Chief.

PH. R. THOMPSON, Adjutant-General.

Script Lost!

ALL PERSONS are hereby cautioned against purchasing Script No. 5 and two Land Warrants, No. 4 and No. 64; and also six Promissory Notes, bearing the signature of William Walker, dsawn on account of building the wharf at Granada. The above were lost from my pocket in the water off the Granada dock.

CHARLES PARTRIDGE.

Granada, July 26, 1856.

PUBLIC MEETING.

PRICE OF SCRIPT AND LAND WARRANTS.

Pursuant to previous notice, a meeting of soldiers and citizens was held at the "Quartermaster's Mess Room, on the evening of the 22d inst."

On motion, T. A. Moseley, Esq., was called to the chair, and J. W. Horr, Esq., appointed Secretary. On motion, the following preamble and resolutions were unanimously adopted:

PREAMBLE.

Whereas the Republic of Nicaragua is issuing Script and Land-warrants to the soldiers, and as speculators are ready to avail themselves of our necessities, we, in public meeting, adopt the following resolutions:

Reolved— st. Having full confidence in the ability of the Republic to discharge all her liabilities, we refuse to sell our Script for less than eighty cents on the dollar; at the same time fixing the price of Land-warrants at not less than one dollar per acre.

Resolved— nd. Any soldier or citizen holding Script or Land Warrants who shall sell either for less than the above rates shall be denounced as striving to encourage the enemies of the Republic.

Resolved—3d. That a corresponding Committee of three be appointed to secure the signatures of those entitled to Script and Land Warrants to the above resolutions, and that they hhve power to call an adjourned meeting, when they deem the same necessary.

On Motion—Messrs. H. O. Porter, J. W. Horr, and Sergeant Scully, were appointed as said Committee.

On Motion—The meeting adjourned, subject to call of Committee.

T. A. MOSELY, *Chairman.*
J. W. HORR, *eeretary.*

☞ The following is attributed to an eminent personage, perhaps the most eminent of the French Empire. A lady was declaiming, in his presence, against the use of tobacco, and prayed that he would arrest the encroachments of a habit which had grown to be a vice.

"A vice, may-be, Madame," was the answer, "but find me a virtue which yields the treasury one hundred and twenty millions of francs a year."

Obituary.

Died, at his quarters in Granada, on the 17th inst., Lieut. JACOB HEMMICK, of Co. "B," Second Light Infantry Battalion. The decease of Lieut. HEMMICK was deeply regretted by all who knew him. He was a brave soldier, and, as a man, without reproach. His remains were followed to the grave by the entire battalion. Peace to his ashes.

Died, on the 16th inst., at the residence of her father in Granada, the second daughter of L. Tarbox, Esq.

Deserters.

A REWARD of Thirty Dollars each will be paid for the apprehension and delivery (to any officer of the Army) of the following named DESERTERS, from Company C, 1st Rifles.

1. Corporal H. J. Dalton—Aged 20 years, 5 9 inches high, black hair, blue eyes, fair complexion. Occupation—Doctor.

2. Nicholas Canfield—Aged 20 years, 5 feet 8 inches high, auburn hair, hazel eyes, ruddy complexion. Occupation—Laborer.

3. H. Crillou—5 feet 9 inches high, brown hair, hazel eyes, dark complexion. Occupation—Laborer.

4. F. Soufflow—Aged 35 years, 5 feet 6 inches high, dark hazel eyes, dark complexion. Occupation—Laborer. THOMAS DOLAN,
Captain Company C., First Rifles.

Managua, July 12, 1856.

For Sale.

THE Hacienda "Sta. Clara," situated in the Valley of Malacatoya, thirty miles to the north of this city. The lands are extensive, watered by abundant rivers, and sufficient pasturage for six thousand head of cattle. The Hacienda has now eight hundred head of cattle, besides Brazil or Lima dye-wood, and all kinds of lumber, which can easily be transported by the River of Tipitapa to the Lake.

For particulars of sale, apply to General MANUEL CARRASCOSA, or to his agent, J. B. E. THOMAS, Lima-street.

Granada, 24th July, 1856.

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Parte Española.

Sábado, Julio 26 de 1856.

SE PUBLICARA

TODOS LOS SABADOS,

TERMINOS DE SUSCRIPCION:

Por una copia, el año, ...$ 8 00
Por una copia suelta,..... 20

TERMINOS ADVIRTIENDO:

Por una cuartillo de ocho lineas, primera insercion,.....$2 50
Cada insercion consecuente,..... 1 50

☞ EL TRABAJO DE CADA DESCRIPCION será ejecutado con limpieza y despachado en los términos mas razonables, en la officina del Nicaraguense, nácia la parte, Nordeste de la plaza, (directamente opuesto a la casa de Cabildo.)

DOCUMENTOS OFICIALES.

REPUBLICA DE NICARAGUA

MINISTERIO DE GOBERNACION

Granada, Julio 14 de 1856.

Sr. don Francisco Aguero Estrada.

El S. P. E. se ha servido dictar el acuerdo que s gue:

EL GOBIERNO,

Hallándose vacante la Prefectura y Subdelegacion de Hacienda del departamento Oriental; ha tenido á bien, emitir el acuerdo siguiente:

1.° Nómbrase Prefecto y Subdelegado de Hacienda del departamento Oriental con el sueldo de ley, al Sr. don Francisco Aguero Estrada.

Comuníquese á quienes corresponde—Granada, Julio 14 de 1856.—*Walker.*

De órden suprema lo inserto á V. para su inteligencia, y aceptacion; esperando que de su recibo me acuse el que corresde.—Soy de V. atento servidor.—*Ferrer.*

REPUBLICA DE NICARAGUA.

SECRETARIA DE ESTADO EN EL DESPACHO DE RELACIONES Y GOBERNACION.

Granada, Julio 21 de 1856.

Sr. Prefecto y Subdelegado de Hacienda de este Departamento.

El S. P. E. se ha servido dictar el decreto que sigue:

El Presidente de la República de Nicaragua á sus habitantes

DECRETA:

Art.° 1.° Facúltase al Sr. Ministro del Gobierno de Nicaragua cerca del de los EE. UU. para que nombre Cónsules y expida diplomas de estos empleados en los diferentes puertos de aquella Nacion.

Art.° 2.° Comuníquese á quienes corresponde.—Dado en Granada á 21 de Julio de 1856.—Guillermo Walker.—Al Sr. Secretario de Estado en el despacho de Relaciones y Gobernacion.

Y de órden suprema lo inserto á V. para su inteligencia publicacion y circulacion en los pueblos de su mando—*Ferrer.*

REPUBLICA DE NICARAGUA

SECRETARIA DE ESTADO EN EL DESPACHO DE RELACIONES Y GOBERNACION.

Granada, Julio 21 de 1856.

Sr. Prefecto del departamento Oriental.

El S. P. E. se ha servido dictar el acuerdo siguiente

EL GOBIERNO,

En uso de sus facutades

ACUERDA:

1.° Revócase el poder que se le dió de Cónsul en New York, al Sr. Cárlos S. Wellett.

2.° Comuníquese á quienes corresponde—Granada, Julio 21 de 1856—Guillermo Walker.

De suprema órden lo comunico á V. para su publicacion y circulacion en los pueblos de su mando.—De V. atento servidor—*Ferrer.*

REPUBLICA DE NICARAGUA

MINISTERIO DE HACIENDA.

Granada, 21 de Julio de 1856.

Sr. Prefecto de este Departamento.

El S. P. E. se ha servido dictar el acuerdo siguiente:

El Presidente de la República de Nicaragua teniendo en consideracion que deben proporcionarse recursos con que auxiliar los gastos que demanda la administracion y régimen de los Puertos del Pacífico en la República, sin causar enormes gravámenes al comercio; en uso de sus facultades

DECRETA.

Art.° 1.° Todo buque que ancle en dichos Puertos, pagará veinte centavos por cada tonelada, á ecepcion de los barcos de cabotage que solo pagarán diez centavos.

Art.° 2.° Cada buque pagará en su arribo cinco pesos en el primer mes y dos y medio pesos en los siguientes.

Art.° 3.° Cada buque pagará al Práctico tres pesos por cada pié que cale y este enterará en la aduana un diez por ciento de este derecho.

Art.° 4.° Todo buque que ancle en uno de los Puertos sin que sea conducido por medio del Práctico, se le exijirá por el administrador el uno y medio por cada pié, y este empleado pagará al Práctico un cincuenta por ciento sobre este producto.

Art.° 5.° Cada buque pagará por derechos de hospital: el Capitan dos pesos, el primer piloto un peso, el segundo piloto setenta y cinco centavos, por cada marinero cincuenta centavos, y cada pasagero cincuenta centavos.

Art.° 6.° En concecuencia; quedan derogadas las anteriores disposiciones sobre estos objetos, aunque merezcan especial mencion.

Art.° 7.° El Sr. Ministro de Hacienda, Jeneral don Manuel Carrascosa, es encargado del cumplimiento de este decreto, que se comunicará á quienes corresponde.—Dado en Granada á 21 de Julio de 1856.—*Guillermo Walker.*

De suprema órden lo comunico á V. para su inteligencia, publicacion y circulacion en los pueblos de su mando; esperando me acusará el correspondiente recibo.—Soy de V. atento servidor—*Carrascosa.*

REPUBLICA DE NICARAGUA

MINISTERIO DE RELACIONES.

Granada, Julio 21 de 1856.

Sr. Prefecto de este Departamento.

El S. P. E. se ha servido dictar el decreto siguiente.

Guillermo Walker Presidente de la República de Nicaragua en uso de sus facultades

DECRETA:

Art.° 1.° Se nombrará para cada departamento de la República un Juez de 1.ª Instancia cuyo deber será oir, arbitrar y finalmente desidir todos los pleitos llevados ante él.

Art.° 2.° Los Jueces de 1.ª Instancia tendrán jurisdiccion en todos los casos donde uno de los interesados en el pleito puede solicitarlo: en todos los casos donde se disputa el título ó la posecion de terrenos: en todos los casos de almirantazgo ó jurisdiccion marítima: en todos los casos perteneciendo á la administracion de los bienes de personas fallesidas: en todos los casos criminales y generalmente, en todos los casos que estén fuera de la jurisdiccion de los alcaldes.

Art.° 3.° Los Jueces de 1.ª Instancia tendrán el poder de proseder y obligar á todas las personas que necesiten para sostener la jurisdiccion que por este decreto se les concede.

Art.° 4.° Los Jueces nombrarán un escribiente y un alguacil dándoles las gratificaciones que puedan ser justas y convenientes.

Art.° 5.° Los Jueces recibirán ciento cincuenta pesos mensuales por sus servicios mientras que el Gobierno disponga otra cosa.

Art.° 6.° Comuníquese á quienes corresponde.—Dado en Granada á 21 de Julio de 1856—*Guillermo Walker*—Al Sr. Ministro de Relaciones y Gobernacion Ldo. don Fermin Ferrer.

De órden suprema lo inserto á V. para su inteligencia y efectos; esperando recibo—De V. atento servidor—*Ferrer.*

REPUBLICA DE NICARAGUA

MINISTERIO DE RELACIONES.

Granada, Julio 22 de 1856.

Sr. Prefecto de este Departamento.

El S. P. E. se ha servido dictar el acuerdo siguiente:

EL GOBIERNO,

A consecuencia del decreto emitido con fecha veintiuno del corriente,

ACUERDA:

1.° Nómbrase Juez de 1.ª Instancia del departamento Oriental, al Sr. Thomas Basye.

2.° Comuníquese á quienes corresponde—Granada, Julio 22 de 1556—*Wm. Walker.*

Y lo comunico á V. para su inteligencia, publicacion y circulacion en los pueblos de su mando, esperando recibo.

De V. atento servidor—*Ferrer.*

¡Los horcados tambien hablan alguna vez!

Los Editores de la gaceta de Guatemala fecha 21 del ppdo. entre otras notorias falcedades dicen que el Ilustre General Walker me mandó horcar por que no coadyubava á su política. ¡Si fuera cierto no lo podria yo negar, aunque esta clase de muerte no es mui comoda!

Esta rídicula calumnia no puede ser sino inspirada á los Editores por el Triumbirato inícuo de Leon para desacreditar á un hombre que conociendo mi ignorancia me salvó de las garras sangrientas de ese Triumbirato y de sus satélites! Si, de esa horda revolucionaria perpetua gobernada hoi en la realidad por media docena de galopines que han arruinado á los Pueblos por enrriqueserse!

Notorio es que á principio del mes de Febrero del año corriente dos tunantes de la Villa del Viejo con la caricatura de Alcaldes Constitucionales consiguieron del imbécil é ignorantisimo Comandante de Chinandega Capitan Ribadaya, mandase que yo saliera fuera de la República dentro de tres horas; y uno de esos tunantes Alcaldes llevó consigo y ejecutó la órden haciéndome conducir hasta Playa grande. Los ilustrados y justo Gobernador militar y Prefecto de Leon reprobaron como debieran el atentado, dieron aviso al Supremo Gobierno que bajo los auspicios del ministerio Ferrer confirmaron la reprobacion, y mi buen amigo, mi querido Walker comenzó desde entónces hacerme justicia removiendo al pobre Ribaduya y mandándole seguir una causa.

Volví á la Villa del Viejo con el propósito de vivir privadamente. Mas no pasaron cuatro meses sin que el banquero Mariano Salazar y su gurupie me persiguiesen atrosmente acusandóme de espia de Guatemala. Al intento fraguaron una informacion formando indicios para arguirme, y no arguyendome por indicios.

Nada de esto sabia entonces el General Walker por que las miras de esa horda era sorprenderlo, para que cometiese en mi infortunada persona un asesinato y luego enrostrárselo como ahora se lo enrostan equivocada y falsamente por medio de la gaceta de Guatemala. ¡Tales son las artimañas del Cafre Salinas, de la Avispa Jerez y del corto de bragas Patricio Rivas instrumento miserable de esos dos mostros! Digo Avispa, y no vivora, por que la vivora no muerde sino la gincan, y la Abispa persigue á grande distancia para introducir su agijon ponsoñoso.

Es mui escandaloso, anómalo y abominable que Guatemala haya aceptado la unidad de los tigres de Leon. Guatemala ha roto su mismo programa concordando con la leonera que ahora ha querido destruir los principios liberales y que se hubieran perdido si el General Walker y nuestros demas hermanos del norte no hubieran contenido el furor y rapacidad de aquellos.

¡Así debe hablar un horcado que está en la presencia de Dios!

Intervencion Europea.

Del *New-York Herald.* del 19 de Junio traducimos el siguiente árticulo que toma del *Trait d' Union* de Méjico, del 3 de Junio.

"Hay algunos eventos que nosotros presentimos, que vemos aproximar, que infaliblmente deben suseder y cuya realizacion consideramos inevitable en una época mas ó menos próxima, sin que tengamos nosotros al mismo tiempo en vista de tales suposiciones razones positivas á datos rigurosamente conclusivos.

"En el número de estos eventos nosotros debemos colocar la próxima intervencion de los grandes poderes europeos en los asuntos de la América. Nosotros ciertamente no nos meteremos á probar como y por qué estos actos serán realizados, pero tenemos la última conviccion de que se realizarán; y aun mas, que tendrán lugar ántes de mucho tiempo.

"Los síntomas que flotan en la admósfera; el aspecto del horizonte; truenos sordos que apenas se aperciben; coronados de indicaciones mas ó ménos vagas; miles de argumentos, sin fuerza, si los examinamos separadamente pero poderosos si los consideramos en conjunto, nos obliga, en nuestro deber á trasformarnos en profetas.

"América no puede permanecer en su presente posicion. De dos cosas una es cierta; en la desorganizacion de fuerzas presentada por las diferentes naciones de que está compuesta, nosotros debemos necesariamente suponer que el Norte absolverá al Sur, ó que una poderosa intervencion se interpondrá para la proteccion del débil contra el fuerte y el restablecimiento del equilibrio perdido.

"Si nos remontamos hasta el punto en que nuestros antecesores se hallaban hace cinco años; si las relaciones entre el Viejo y Nuevo Mundo han sido justamente abiertas; si han sido ó no considerados como una mezcla entre las diferentes razas; si los intereses de las naciones son ó no consolidados; si en fin, Europa y América pudiesen ahora como primeramente, conservar su preponderida, sin ocuparse la una de la otra, la primera de nuestros dos hipótesis será que se realizará: el Norte absolverá al Sur, y ninguna tendría idea de oponérsele porque ninguna tendría interés en hacerlo así.

"Pero las cosas se han alterado grandemente en los últimos cinco años; las distancias han sido aproximadas; las relaciones se han reanulado; las razas han sido amalgamadas y cruzadas á un estremo infinito; los intereses han sido asociados; y todo esto hasta tal punto, que ya no es un evento, un acto insignificante, en las mas oscuras esquinas del Nuevo Mundo que no haya hecho su reaccion en el Viejo; y cuyos actos no hayan herido algun interés ó simpatía.

"Europa, á pesar de todo no puede permanecer indiferente á lo que pasa en América; la absorcion del Sur por el Norte no puede obtener su sancion, sus intereses y su dignidad se oponen á ello, y nosotros debemos consecuentemente tener una intervencion en esta parte

"Pero la activa, la positiva intervencion de ciertos Poderes Europeos en los negocios de América, es la guerra con los Estados Unidos, y si la intervencion es en fuerza de las cosas, la guerra no será ménos por esto Equivocados ó no, nuestros vecinos del Norte creen que ellos son los esclusivos dueños de todo el continente Americano. Si ellos lo hubieran pensado sin decirlo, menos atencion les hubieran puesto. Si aun ellos lo hubieran dicho mas modestamente, quizás lo hubiesemos desatendido; pero es el caso, que ellos lo han dicho de una manera y en un tono que es imposible tocarlo siempre. Véase en la cuestion con Nicaragua, ó con Cuba, ó con cualquiera otra de igual naturaleza, nosotros repetimos, que una guerra entre los Estados Unidos y ciertos Poderes Europeos nos parece inevitable.

"Una guerra entre los Estados Unidos y uno de los grandes Poderes de Europa, no puede ser lejana ni estéril en su principio; estas grandes fuerzas no tendrian solo la mira de derramar sangre é incendiar los puertos, tendria otro objeto mas practicable y tanjible, y la realizacion de cuyos sucesos formarian las condiciones de la paz. Véase la guerra del Este, su objeto fué el mantenimiento del equilibrio Europeo: y el tratado de Paris plena y gloriosamente lo ha realizado. El objeto de una guerra de los poderes Europeos con los Estados Unidos puede solamente ser el establecimiento del equilibrio americano.

"Nosotros presentariamos en que consiste el equilibrio Americano y la importante regla bajo cuyas circunstancias se juzgará á Méjico, llamado por su posicion á ser el punto en cuya balanza el poder será restablecido.

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DOCUMENTOS OFISIALES.

REPUBLICA DE NICARAGUA

SECRETARIA DE ESTADO EN EL DESPACHO DE RELACIONES Y GOBERNACION

Granada, Julio 16 de 1856.

Señor.

El S. P. E. se ha servido dictar el decreto siguiente:

William Walkuer Presidente de la República de Nicaragua á sus habitantes.

En vista de que existen ciertos ciudadanos en la República de Nicaragua que desatendiendo los deberes de sus familias y los del Estado que están en la actualidad auxiliando á los enemigos de la República en la guerra que se les está haciendo; en uso de sus facultades

DECRETA:

Art. ° 1. ° Todas las propiedades raices, muebles ó semovientes que pertenezcan á los ciudadanos de la República quienes desde 23 de Octubre de 1855 hayan auxiliado á los enemigos declarados del Estado, ó declarados traidores por el decreto del último Gobierno Provisorio fecha 22 de Abril de 1856, se declaran confiscados y en consecuencia todas las propiedades que tales ciudadanos ó personas puedan en adelante adquirir ó heredar, se declaran tambien confiscadas y pertenecientes á la hacienda de la República de Nicaragua.

Art. ° 2. ° El Subsecretario de hacienda, el Subsecretario de Relaciones y el Auditor general de guerra, formarán al efecto una Junta compuesta por lo ménos de dos de los nombrados y constituirán un Tribunal de Comision para dirigir, arbitrar y vender todas las propiedades que se declaren confiscadas y secuestradas; y además pueden examinar y determinar todas las reclamaciones que puedan hacerse sobre las propiedades cuando se opongan á los intereses de la República.

Art. ° 3. ° Dentro de diez dias despues del secuestro de cualquiera propiedad decretado por el dicho Tribunal de Comisionados, deberán publicar en el periódico nombrado el *Nicaraguense* un verdadero y exacto inventario de todos los bienes efectos y posesiones embargadas; y al mismo tiempo deberán citar á todas las personas ó partes que puedan reclamar en contra de tales propiedades para que presenten sus reclamos dentro de cuarenta dias despues de la fecha de su publicacion y manifestar causas si acaso existen y puedan establecerlas para que dichos bienes, efectos ó posesiones no puedan ser vendidas por cuenta del Estado.

Art. ° 4. ° El Tribunal de Comisionados tendrá facultades para nombrar un escribiente y un alguacil: los deberes del primero serán archivar todos los procedimientos del Tribunal, y los deberes del segundo presentar y ejecutar todas las órdenes emitidas por el Tribunal.

Art. ° 5. ° El Tribunal de Comisionados tendrá la facultad de mandar por personas y papeles, exigir comprobantes, evidencias y emitir todas las órdenes necesarias para el cumplimiento de los objetos de su creacion, y con el mismo fin pueden nombrar agrimensores ó inspectores para determinar los límites de fincas ó para separar los bienes ó efectos perecederos de los que no lo son.

Art. ° 6. ° El Tribunal de Comisionados tendrá facultades para decretar la venta inmediata de todos los artículos perecederos embargados por ellos cuando lo crean conveniente.

Art. ° 7. ° Todos los bienes raices declarados confiscados ó secuestrados serán vendidos en subasta pública despues de treinta dias de la notificacion en el tiempo y lugar que se designe por el periódico del Estado; y los compradores pagarán el precio al contado, ó en cédulas militares de esta República.

Art. ° 8. ° El Tribunal de Comisionados nombrará tres tasadores para la tasacion de todas las propiedades puestas en remate ó venta y no podrá efectuarse esta por menos de los dos tercios de su tasacion.

Art. ° 9. ° Los comisionados recebirán el precio de las ventas ó remates de todas las propiedades vendidas y lo remitirán dentro de veinte dias al Sr. Ministro de Hacienda, dando las escrituras correspondientes á los compradores al recibir el precio de las propiedades vendidas.

Art. ° 10. Los comisionados recibirán cien pesos mensuales en adicion á la paga que tendrán en sus respectivos destinos. El escribiente y alguacil de la comision recibirán las gratificaciones que puedan ordenar los comisionados.

Art. ° 11. Comuníquese á quienes corresponde—Dado en Granada á 16 de Julio de á856 —W. Walker—Al Sr. Ministro de Estado en el despacho de Relaciones y Gobernacion, Ldo. don Fermin Ferrer.

Y lo inserto á U. para su inteligencia y efectos; esperando recibo—De U. atento servidor—Ferrer.

REPUBLICA DE NICARAGUA

MINISTERIO DE HACIENDA.

Granada, Julio 15 de 1856.

Señor.

El S. P. E. se ha servido dictar el acuerdo siguiente:

EL GOBIERNO,

Deseando que las fuerzas militares que hacen el servicio en varios puntos de la República, no sufran demora en los ramos necesarios de que se les debe proveer; en uso de sus facultades

ACUERDA:

1. ° Todos los empleados de hacienda respetarán y cumplirán bajo su responsabilidad las órdenes de pago que emanen del Subsecretario de hacienda Sr. Wm. K. Rogers, lo mismo que si fuesen espedidas por el Ministro de Hacienda.

Comuníquese á quienes corresponde—Granada, Julio 15 de 1856—Guillermo Walker.

Y lo inserto á V. para su inteligencia, acompañándole la firma de dicho Sr. Rogers para su conocimiento; esperando recibo—De V. atento servidos—Carrascoza

Wm. K. Rogers.
Subsecretario de Hacienda.

REPUBLICA DE NICARAGUA

MINISTERIO EE GOBERNACION.

Granada, Julio 19 de 1856.

Señor.

El S. P. E. se ha servido dictar el acuerdo siguiente:

EL GOBIERNO,

Eu uso de sus facultades

ACUERDA:

1. ° Nómbrase Gobernador de policía para la Isla de Ometepe, con el sueldo de ley al Sr. don Cárlos Meyets.

Comuníquese á quienes corresponde—Granada, Julio 19 de 1856—W. Walker.

De suprema órden lo comunico á V. para su inteligencia y demas efectos; esperando recibo—De V. atento servidor—Ferrer.

William Walker, Presidente de la República de Nicaragua á sus habitantes.

Siendo necesario que el Gobierno esté devidamente representado en el gabinete de Washiogton.

DECRETA.

Art. ° 1. ° Nómbrase Ministro residente en Washington al Sr. Appleton Oaksmith.

Art. ° 2. ° En consecuencia espídase el diploma, y comuníquese á quienes corresponda—Dado en Granada á 16 de Julio de 1856—William Walker.—Al Sr. Ministro de Relaciones exteriores, Ldo. don Fermin Ferrer.

Atendiendo que la Receptoria de Managua ha sido abandonada por el funcionario que la desempeñaba, y á la necesidad que hay de nombrar persona de capacidad, honradez y patriotismo; en uso de sus facultades

ACUERDA:

1. ° Destituyese del destino de Receptor de Alcabalas del distrito de Managua, al Sr. Pascual Fonseca.

2. ° Nómbrase en su lugar para dicho empleo, al Sr. D. Juan José Lescano, con los honorarios y emolumentos de ley.

3. ° Comuníquese á quienes corresponda.—Granada, Julio 14 de 1856.— *Walker.*

De suprema órden lo digo á V. para su inteligencia y demas efectos; esperando recibo, de V. atento servidor.—*Carrascosa.*

REMITIDO.

Relacion de mi viage a los Estados Unidos del Norte-América.

El dia diez y nueve de Abril del año corriente dejé las playas de Granada mi amada patria, para ir á desempeñar una comision de suma importancia política, que tuvo la bondad de confiarme el Honorable Sr. Presidente don Patricio Rivas, serca del Gobierno de los Estados del Norte. El veintiuno del mismo mes llegué á San Juan del Norte en donde fui recibido á bordo del buque de vapor nombrado Orizaba, y tratado muy digna y generosamente por su Capitan como un enviado diplomático; se me colocó en uno de los camarotes de primera y se me trataba en todo el viaje de la manera mas fina, atenta y caballerosa, con todo el gusto y primor de una regalada mesa. El veinticuatro despues de haber atravesado con mar tranquilo todo el golfo mejicano, llegué á Callo Hueso, primer punto de los Estados Unidos, en donde permanecimos todo el dia, y tube ocasion de conocer una linda villa pue se haya situada en aquel punto; habitan en ella como docientas familias americanas y algun s negros de Africa reducidos á la esclavitud; pero bien tratados: los edificios son de madera y ladrillo todos pintados y muy vistosos con imponderable aseo, sus calles son muy rectas y sembradas de árboles, cuyo hermoso follage da hermosura y frescor, hay dos iglesias, una católica y otra protestante; sus contornos están sembrados de cocoteros que hacen la magestad del paisage. sus jardines son lindos, vistosos y matizados. Un buque cargado de las ricas frutas de la isla de Cuba llegó á la sason con siete horas de travesía, y nos regalamos con naranjas, sapotes, mamelles y nisperos. A las doce de la noche del mismo dia continuamos nuestro viaje felizmente, y el veintiocho al medio dia comensamos á avistar las hermosas playas de la gran República. A proporcion que nos aproximamos vimos el sin número de buques que de todas las Naciones visitan aquellos inagotables mercados. Vé el viajero con asombro las hermosas fortalezas que defienden la ciudad imperial Nueva York: mas sercano á la costa y como á las cuatro de la tarde se presenta á mi vista un antiteatro magnífico de agricultura y edificacion con tanta elegancia y magestad que me creia trasportado á un pais de encantos: á las seis de la tarde echamos anclas, y como á las nueve de la noche en medio del bullicio de un inmenso pueblo, y del ruido de carretas y forlones, entré en las calles de Nueva York con todo el pasmo que produce en el ánimo del viagero el aspecto nocturno de aquella portentosa ciudad con su iluminacion de gaz y con sus vistosas decoraciones: fuí llevado al magnífico Hotel Metropolitano cuyo lujo es tanto que deja muy atras todo el brillo del Asia. Se me señaló para mi habitacion un salon bisarramente adornado de seda, oro y plata, y considerando que aquella grandeza no convenia al estado humilde de sacerdote vestido de negra lana, supliqué al Mayordomo me diese una cámara que conviniera á mi estado, lo que no pude conseguir. El Metropolitano es un edificio que costó á sus dueños segun me digeron, un millon de pesos. A los tres dias visité al Sr. Arzobispo, á quien diriji una alocusion de felicitacion en el lenguaje de Virjilio. Su Exelencia me trató con finos y primorosos comedimientos ó modales propios de la educacion europea, y me permitió egercer mi ministerio sacerdotal: al dia siguiente dile Misa en la Cátedral en el altar de la Divina Reina María, asistido de sacerdotes que me vistieron y sirvieron á los divinos oficios. Nueva York es un pequeño París y mas alegre que Lóndres, muchas veces iba yo como enagenado cuando me paseaba por sus calles. Sus edificios jigantescos causan una impresion de respeto religioso en quien los ve por la primera vez: las casas parecen templos por sus fachadas. Los parques de Nueva York concilian la hermosura de la naturaleza con los primores del arte; muchas veces me refrescaba y recreaba bajo sus árboles umbrosos y á la vista de una fuente que esmaltaba la pradera.

Cinco dias estube en esta ciudad en donde fui visitado de toda clase de personas, desde el mas alto capitalista hasta el humilde negro que tira el forlon. Los católicos me iban á vesar las manos y pies, las madres me llebaban sus niños para que les diese la bendicion paternal, hasta en las calles se me prosternaban los hijos de la iglesia, saludando á un Ministro que los visitaba de tan lejana region. El dia domingo es un dia de gloria; en todas las iglesias resuenan los cánticos de Sion, y el órgano Cátolico convida al sagrado festin.

El cinco de Mayo sali de New York con direccion á la Capital de la República: visité la hermosa Filadelfia fundada por Guillermo Pen y Adan Jox; comí sus hermosas y delicadas manzanas tal vez plantadas por aquellas manos venerandas: esta ciudad fundada en una llanura inmensa, tiene de lejos una vista imponente y magestuosa: es bella y linda en la última espresion. Conocí la orgullosa Baltimore queriendo competir en su comercio y grandeza con la ciudad imperial. A las cinco de la tarde del mismo dia y como á dos millas de distancia se descubre á lo léjos y como con un panorama la cúpula del gran Capitolio. Salve, dige, salve ¡Oh Jorge Wasington! recibe los votos de un humilde estrangero que visita por la primera vez esta gran República obra de tu basta sabiduría.

A las nueve de la noche tube mi primera conferencia con el Sr. Presidente Franklin Pierce, que duró tres horas; se repitieron otras tres largas conferencias, y el catorce de Mayo en la infraoctava del Espíritu Santo á quien humildemente invoqué, fue reconocido el Gobierno de Nicaragua, inscripto el nombre de Patricio Rivas en las actas del Gobierno, y el humilde Padre Vijil recibido en el salon de los Diplomáticos con todas las formalidades de estilo. "Acuérdate Nicaragua de este servicio que te ha prestado el mas humilde de tus hijos; por ti sufrí vejaciones imponderables, contradicciones bochornosas y desprecios insultantes de los que se oponian á tu bien.

Wasinhgton es una ciudad triste; pero una tristeza que levanta el alma á grandes contemplaciones: muchas veces paseándome por los parques del Capitolio derramaba lágrimas involuntarias, de un espíritu mágico que se apodera del corazon. Veinte millones se han invertido ya en esta hermosa fábrica y todavia no se acaba.

Estando ya cumplida mi comision determiné mi regreso, y el veinticuatro de Junio dejé las playas de la gran República para volver á mi patria: el tres de Julio llegué á San Juan del Norte, y el seis entré á mi dulce Granada á esta patria tan triste y solitaria.

AGUSTIN VIJIL.

Dr. Augustus Post

BEGS LEAVE TO INFORM the citizens of Granada that he has opened

A DRUG STORE,

Nearly Opposite the San Francisco Convent.

Where he is prepared to furnish MEDICINES, PERFUMERY, &c., of as good quality and at as fair prices as can be obtained in the city.

☞ Particular attention will be paid to putting up prescriptions.

Granada, June 7, 1856.

MAX. A. THOMAN,

WHOLESALE DEALER IN

BRANDY, WHISKY, WINE

AND ALL KINDS OF LIQUORS.

Together with

TIN, COPPER AND SHEET-IRON

AND ALL KINDS OF GOODS SOLD IN A WHOLESALE STO

Hospital street, in front of San Francisco Convent.

Granada, June 7, 1856.

Notice.

Any person who can give us any information concerning JOHN W. KINCAIRD, who died in Granada on the 4th of May last, and the whereabouts of his burial, will confer a lasting favor upon his distresfed friends.

Any information may be left at WINES & Co.

Pistol Lost!

A GOOD REWARD will be paid to any person who will return to this office a TEXAS FIVE SHOOTER, formerly belonging to Col. Sanders, which was lost on Thursday. The Pistol is an old one and much valued, and the finder will be liberally rewarded by returning it.

Granada, June 28, 1856.

IMPRENTA LIBERAL.

en la plaza frente á la casa de Gobierno.

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