

ONE WEEK LATER FROM NICARAGUA.

Opposition Accounts of Walker's Position.

Interesting Costa Rican Particulars of the Capture of the River Boats.

MOVEMENTS OF VANDERBILT'S FORCES.

St., Sc., &c.

We have later accounts from Central America. They are mostly from sources opposed to General Walker. The advices are from San Juan del Norte (Greytown) to Jan. 18; San Juan del Sur (Pacífico) Jan. 6; San Salvador Jan. 1, and Guatemala Jan. 1.

The intelligence from Guatemala and San Salvador states that no more troops were being raised in those States, and the war was becoming very unpopular.

General Parades and Gen. Solari, prominent officers in the Guatemalan army, died of cholera during the siege of Granada; and it is reported that the allied troops at the close of that siege numbered about 400 Guatemalans, 250 Salvadorans, 600 Nicaraguans, and 200 Hondureans. It is also stated that the allies lost, by disease and killed during the siege, from 1,600 to 1,800.

Webster and Anderson (Englishman), who went out to Costa Rica as agents of Vanderbilt, arrived in the steamship Illinois. On leaving New York for Costa Rica they proceeded by the United States mail steamship line to Panama, and chartered a vessel at Panama for \$500 to carry them to Costa Rica. They were three weeks in getting to Puenta Arenas. On their return they got on board of the steamship Columbus at Puenta Arenas (Costa Rica), on her way up the Pacific coast, and represented themselves as the agents of the old Transit Company. The Columbus arrived at Panama on the 11th inst. We are informed by a gentleman who came passenger on the Illinois that the British steamer did not bring to Aspinwall any information in regard to Walker's being surrounded by the allies and about to surrender. The editors of the newspapers at Aspinwall had no such information, nor was such a report heard of until the arrival of the steamer Illinois at this port.

On the contrary, the British steamer at Aspinwall reported that Lockridge had ascended the river with the principal part of his forces, and had fortified himself in a strong position at the junction of the San Juan and Colorado rivers, twenty miles above San Juan del Norte. This is about ten miles below the Serapiquí. He is thus enabled to cut off all supplies from the enemy by way of Greytown.

The British mail steamer Thames arrived at Aspinwall on the 19th inst., with dates from Greytown, river San Juan, to the 18th inst.

She brought thirty-five of Walker's men, who were immediately transferred on board the Granada, which steamer left that day for Greytown, to receive on board, and convey to New Orleans, the filibusters brought out by the steamers Texas and James Adger.

According to the captain of the Thames, Walker had evacuated, or been driven out of Rivas and was at St. George's, surrounded by the allies, who had offered him terms of surrender; and as he had no means of receiving supplies of provisions, &c., it was hourly expected that his followers would ground their arms. The remnant of the 7,000 men sent at various times from the States to Walker is now reduced to 500. Other accounts represent that he has thirteen hundred men with him.

THE CAPTURE OF THE LAKE BOATS BY THE COSTA RICANS.

A gentleman employed by the Costa Rican army, and holding a high position, has favored us with the following relating to the taking of the Lake boats, and the way it was effected. We give it in detail.

The plan of attack was solely arranged by Mr. Webster as follows, and was only known to President Mora, of Costa Rica. We reported the expedition was to move down the Serapiquí river in order to deceive Walker. The command of the First Division, numbering 300 men, was placed under Colonel Fernandez, a Costa Rican; Colonel Barillier, a French Zouave; Captain Spencer, an American, and Captain Cauty, an Englishman—Spencer having the details to manage. They were ordered to march to the Serapiquí with sealed orders. When about five miles advanced they received counter orders to go down the San Carlos river, which enters the San Juan about half way between Hipp's Point and Castillo Rapida, and placed at the mouth of the Serapiquí, where Walker had a garrison of fifty men.

The expedition, under cover of night, dropped down to a little creek below Hipp's Point about three miles, where the men were rafted in, and allowed to stop and refresh themselves before attacking the garrison. Whilst there it rained so incessantly during the night that our powder was all destroyed. We could not fire a musket. From this small creek we made a road by cutting through the wood, and came in the rear of Walker's garrison, and when within about fifty yards they were fired off in four companies, each respectively headed by Colonel Fernandez, Spencer, Barillier and Cauty. The signal for assault was the discharge of a pistol. We rushed on with the bayonet, and gained a victory by surprising them. They lost forty-three men. We arrested the captain, (Thompson,) but subsequently liberated him at Greytown. He fought bravely, tried to rally his men twice, and was severely wounded.

We left a detachment of forty men, under Barillier, at Hipp's Point, and started for Greytown, where we arrived at 2 o'clock in the morning, and took possession of the steamers before dawn of day. Nearly all the engineers remained willingly on the boats, and sailed under the Costa Rican flag up the river. On arriving at San Carlos river a boat was immediately despatched to Gen. Mora, brother to the President, where he was stationed with 800 men on the San Carlos river, at a place named Embarcadero. In the event of the First division falling, General Mora would have marched with his troops by a bye road which had been cut through the woods to Castillo and take possession thereof. General Mora, however was conveyed by the steamer with his troops to the Castillo Rapida and took possession of the two steamers there, the Ruth and John, Ogden. He then proceeded to Castillo by the Ogden, and seized the lake steamer Virgin, which was anchored about thirty miles from the lake in the river, waiting the return of Major Rogers, who had gone to Greytown to buy Col. Kinney's press, the Nicaraguan newspaper having been destroyed in Granada. In possession of the steamer Virgin and having discovered the signals for the Fort San Carlos, he at once steamed ahead of said port and waited till a boat came off, of which Captain Kruger was commandant. He inquired if Major Rogers was on board, and being told by Spencer that he was, came on board and was at once made prisoner. In the meantime 100 Costa Ricans, under Capt. Cauty landed two miles below the fort, and took it without firing a shot. Walker's soldiers thinking all was right, in consequence of the captain stopping away so long, all came down to the beach to hear the news, leaving the fort unprotected. In possession of the fort San Carlos, the only boat left to be taken, was the lake steamer San Carlos, which was expected with the California passengers from Virgin. Having ascertained the required signals to give the lake steamer when she came in sight of the California passenger boat, a mutual exchange of signals took place, and the San Carlos, in full security, passed the fort down the river. Previously, however, the Virgin steamer had been stationed some ten miles down the river, with 600 Costa Ricans, commanded by General Mora, and on the San Carlos nearing the Virgin, Gen. Mora demanded a surrender, which was granted, and the California passengers were sent on to Greytown in charge of Spencer and 100 Costa Ricans.

General Mora landed with 1,100 men at Virgin Bay, and took possession of it, having communicated with General Canas, now Commander-in-Chief of the allied force (who is brother-in-law to President Mora.)

It is understood positively that a combined operation was made to surround Walker, who was at Rivas; and he was obliged to evacuate, knowing it was too exposed to hold, and took up his position in an Indian village on the lake, called St. George, three miles from Rivas and six miles from Virgin Bay. Both Rivas and Virgin Bay are

in the hands of the allies, and Walker is at present in the weakest place in Nicaragua—not having a single defence in consequence of its being so open. He has therefore no chance, having only 350 able men and surrounded by the allies. It is supposed that the steamer Sierra Nevada, which was at San Juan del Sur, has been taken and disabled by the Costa Ricans, as she did not make her appearance at Panama to convey the Nicaraguan passengers to California, as was expected by Mr. Harris, a son-in-law of Morgan's, proprietor of the line, a gentleman who was in the boat which was captured by the Costa Ricans along with the Californian passengers—numbering about 300—all of whom were sent down under Spencer in the boats he captured to Greytown, where they were well treated. Mr. Harris applied for aid to the United States frigate Cyane, but was refused. He then went to Panama, but Commodore Mervine, of the American squadron stationed in the Pacific, also declined to render him any assistance.

Mr. Harris showed great kindness to the California passengers which were sent from Greytown to Aspinwall. The loss to the Nicaraguan company is estimated at \$50,000.

The James Adger was chartered by the company at \$1,300 a day to replace the Tennessee, which broke her shaft, and was detained over twenty days, which would make \$20,000. The hotel charges paid by Morgan during their stay on the isthmus and the passage by the Sonora to California, could not be less than \$30,000.

Mr. Corwine, United States Consul at Panama, stated that he examined all the deserters of Walker to Costa Rica, and those that have been sent as prisoners to Panama, and they all speak well of the treatment received.

The government of Costa Rica sent down \$10,000 to all the American bands who remained on the boat under their flag—engineers, mates, crew, &c.—numbering sixteen in all.

There were about sixty of Walker's deserters on the Isthmus, who were very wretched, and were put to work by the officials on the railway.

Colonel Lockridge and his men are on a small island, two miles from Greytown, where they cannot hold out for want of provisions more than ten days. He put them on the island to prevent their desertion. It is supposed that such as could be fortunate enough to get away would return to New Orleans by the Granada, which sailed from there on the 20th January.

The English steamer Trent brought 25 men of Walker's party to Aspinwall who had deserted from Lockridge's party. They were transhipped in the Granada, which left for Greytown, to convey to New Orleans such as were desirous to return. A complaint was made by the British subjects, numbering thirty, under Lockridge to the captain of her Majesty's ship Cosack, who stated they were held there in fear and requesting his protection. He took them to Greytown.

It is certain death if Colonel Lockridge attempt to go up the river, as he cannot effect a landing the river being blockaded about a mile long with rafts of wood anchored by chains to huge stones from Hipp's Point, and the Costa Ricans are in great force at each fort, commanded by able generals, and plenty of artillery to destroy them. There are 1,000 Costa Ricans in the river, and 1,200 gone up to Virgin Bay, all under the command of an able and experienced French captain and engineer, who has thrown up breastworks and made all arrangements to repel an attack.

OUR PANAMA CORRESPONDENCE.

PANAMA, JAN. 19, 1857.

News from Costa Rica—Further Particulars of the Seizure of the River Boats—Walker's Position—The James Adger's Passengers in Panama—The Cyane Won't Go to Bombard Greytown Again—Departure of the St. Marys for San Juan del Sur, &c.

The steamer Columbus, J. M. Dow, Esq., commander, arrived here on Saturday the 10th, from La Union, Puenta Arenas, and Central American ports. The news which she brings relative to the late events in Nicaragua and on the San Juan river will be found fully, and I believe impartially, detailed in the Panama Star and Herald of the 13th, which I send you herewith. It is impossible to overstate the importance of the late operations in favor of the allies and against the prospects of Walker, who is thus completely cut off from receiving supplies from the States, and of transporting his troops from one point to another by means of the lake steamers, which gave him a great advantage over the allies. It is not probable that Walker will again get possession of the steamers, as, except an old schooner of about 50 tons on the lake, he has no means of going in pursuit of them; and it is to be supposed that even in case there was any prospect of his recapturing them, the Costa Ricans would sink or blow them up before they would let them fall into his hands.

According to the last accounts, Scott, at Greytown, was fitting out an old boat to go up the river with the reinforcements from the Texas and Tennessee; but even supposing he is successful, it will be difficult to pass Hipp's Point, where the Costa Ricans are entrenched, and impossible to take the boat over the rapids. Among the passengers taken prisoners on the boat descending the river was Major Rogers, one of Walker's chief officers, who was on his way to Greytown to purchase a printing press to replace the one belonging to the Nicaraguans, which was destroyed. Mr. Harris, of the firm of Morgan & Harris, connected with the new proprietors of the Transit route, was also taken—but both gentlemen were liberated on their arrival at Greytown, and came down to Aspinwall in the James Adger, from whence they came over to Panama.

Rogers purchased a small boat, of about ten tons and started immediately for San Juan del Sur. Mr. Harris remained here to make arrangements for the passengers, whose expenses he paid, and on the 15th put them all on board the Sonora for California. They all speak favorably of the liberal way in which he behaved to them. It must have cost a large sum of money, which, added to the \$1,000 a day charter for the James Adger, will make rather a heavy amount to figure on the wrong side of the company's books.

Before the James Adger left Aspinwall the captain bought up all the ammunition in town. It would have been better if he had spent the money in provisions for the poor starving fellows who are in Greytown. It is said that were it not for the British ships of war, they would actually have died of want. Mr. Harris was, of course, very much incensed at the turn affairs had taken, and "death" on the "infernal Britishers" and the vessels of war whom he says violated international law, Clayton-Bulwer treaty, &c. He applied to Captain Robb, of the Cyane, at Aspinwall, to go up and enact another Greytown-Cyane affair, but the commander refused to comply with his request. He next tried Commodore Mervin here, for at least one vessel to go to Puenta Arenas and demand the immediate return of the boats to Morgan & Co., with damages, &c., but he met with no better success; so he goes back to the States, to trouble the few remaining days of the present administration, or to complicate the action of the incoming one. Of course, he will have a statement about indignities offered to American citizens and insults to the American flag, but it would be as well to have it known that the passengers were treated with all courtesy and attention possible, and that though it be true that the American flag was used by the steamers, and hauled down by the Costa Ricans, the boats had no American register, and were the property of a company whose only charter is held from the government of Nicaragua, and had no incorporation in the United States. That the steamers became the lawful prize of Costa Rica, and had forfeited all the privileges of neutrals from having been used in the conveyance of contraband of war, is a point too evident to require being demonstrated.

I may mention one fact which speaks well for Costa Rica. Immediately on hearing that the steamers were in her possession, she sent down \$10,000 to pay the wages of the engineers, officers and crew, and to pay in cash for all expenses incurred for their working.

That this is the severest blow Walker and his fighting men, and Garrison, Morgan and their moneyed friends, have ever had dealt to them, is most certain. "All hands" played a deep game; it is a life and death struggle, but I expect they will find it rather hard to "back up" against old Vanderbilt, who is most probably at the bottom of the whole affair, at least I see your Washington correspondents give him credit for it. Whoever pays the piper, there is no doubt the thing was well managed. Mr. Webster, an Englishman, who appears to have formed the combinations and arranged the plans, and Capt. Spencer who carried them out, passed through here in December, and went up to Costa Rica in a small schooner. Though it was known that they were going on business to the government, they managed, prudently, to keep their affairs to themselves, and the first intimation

