

THE NEW GRANADIAN Isthmus.—We find in the *Journal of Commerce* of the 14th inst. an article explanatory of the policy of New Granada with reference to her isthmus transit route, which embraces many facts of interest and importance to the American public hitherto unknown comparatively, in this country. We republish it below, by way of substantiating our remarks made a few days since upon the growing difficulties which New Granada is now throwing around an amicable adjustment of the questions concerning her isthmus at present in issue with this Government. The reflecting reader will at once perceive in these details additional weighty reasons why the United States authorities should hasten to secure our great and hourly-increasing travel and freighting business across Central America, so that it may hereafter be beyond the contingencies of the caprices of any such government as that of New Granada.

It strikes us that there is no telling, with such a power or government to deal with, at what hour the American public may find the Panama isthmus entirely closed to the crossing of Americans or their property; or so hampered and embarrassed by unjust taxation in the face of the very letter of the stipulations of that Government, as that the nominal right to resort to it will be practically useless.

All such occurrences as those explained in the article we republish, tend to show the pressing importance of a policy with reference to other Central American isthmus transit routes that will render our countrymen entirely independent of New Granadian facilities.

THE ISTHMIAN TRANSIT.—The Congress of Bogota has just passed a law relative to the "security and the administration of national affairs on the Isthmus," which is likely to prove exceedingly onerous to citizens of the United States, besides exposing the two governments to unpleasant political complications. By it the sovereignty of the Isthmus is transferred from the Governor of the State to an "Intendente General," as an executive officer, vested with power to adjudicate upon all questions relating to the military force, national revenues, intercourse with foreign governments, &c. It also contains a clause establishing a passenger tax, against which the United States government has already earnestly protested,—a tonnage tax, and custom house duties,—a large proportion of the revenues therefrom to go for the support of the Intendente and his subordinates. The amount to be thus placed at his disposal is estimated to be not less than \$150,000 per annum. Of this measure the local press of the Isthmus expresses a strong disapprobation. The *Centinela*, which is regarded as the organ of the people, even ventures to suggest that separation from the general government would be preferable to submission to the obnoxious enactment. The Isthmus, it says, has been "perfidiously sacrificed" in the endeavor to get "abundant resources out of the railroad, and to obtain the means of paying the foreign debt." It further remarks:

"Such are the benefits which the Isthmus of Panama receives for being united to New Granada—such the indignities—such the insults, of which it is the victim. They tell us from Bogota, that on account of the sacrifices which the result of the pending question with the United States will cause it to make, New Granada cannot continue purchasing at such high price the honor of having the Isthmus adorning the National Coat of Arms. Neither can the Isthmus continue purchasing at the expense of the sacrifices which are imposed on it, and of the humiliations which are placed on it, the honor of continuing a part of a nation unable to protect it, that only esteems it as long as it can produce revenues, as if it were a feudal appendage which gives it the means of extinguishing the cancer of its foreign debt. If the relations between the Isthmus and New Granada must continue on a basis of intolerable inequality; if this situation must be indefensible for a long time, let us do now what we must do later—let us separate."

The *Panama Star and Herald* speaks in a similar strain, and expresses a doubt whether the government of the United States will calmly acquiesce in a measure apparently unconstitutional and in violation of existing guaranties and treaties. That journal says:

"We do not believe that this clever dodge, by which the foreigners on the Isthmus (for the whole burden falls on them) will be thus treble taxed, will escape the keen perception of Mr. Cass at Washington, or be submitted to, by him, as a satisfactory settlement of that part of the demand of the United States that requires guaranties for the future. If these guaranties are to be purchased at the cost of the tonnage and passenger tax, and in fact all that the United States has been contending for, for the past two years, will be lost, and the last state of the foreign interests, on the Isthmus, under its threefold unjust taxation, will be worse than if the passenger tax had not been resisted."

It has long been desirable to secure a recognition of the Isthmus by the chief commercial governments as an international highway, subject to no oppressive restrictions; and the act of the government at Bogota is most to be regretted as indicating a policy hostile to the attainment of this end.

INVENTORS.—A late able and interesting article in the *Washington Union* has given rise to many newspaper jeremiads concerning the pecuniary fate and misfortunes of American inventors generally, many of which embrace no little gammon. Thus, the fate and failure to accumulate, of that public benefactor, Eli Whitney, is mourned over as a disgrace to the nation. It seems to us that Whitney's notorious want of thrift and business tact were at fault in his case, rather than American gratitude. Like most men of genius in any line, he was incapable of descending to the stern realities of business transactions, and was therefore bitten in nearly all his bargains; in making them, and then in the manner in which they were carried out. If men of genius fritter away their opportunities to accumulate, and their means accumulated, surely themselves and not the public, are to blame. It is said that they are compelled to part with their inventions, generally, for a mere song. We apprehend that, in the hands of such of them as make such bargains, they are only worth a mere song. They sell them for all they will bring, and the capital, shrewdness and energy of assignees most frequently make them of substantial value, by bringing them into public favor, &c. It not infrequently happens, too, that assignees are themselves terribly bitten in machinery patent rights. Our own opinion is, that of every ten for which inventors find purchasers at what they are willing to sell them for, not half ever get back their money out of them. Such we believe to be the impression among the patent agents in this city, than whom no others are so competent judges in the premises.

The mournful case of Professor Morse, too, is another one of those being resorted to to prove the ingratitude of the American public to inventors. All know that his genius has accomplished much for his country, though all know that he has been about as well paid pecuniarily as any man ever was in any age or clime for such public services. When he invented his electric telegraph machinery he was very poor. Out of it he has already become very rich—say worth a quarter of a million of dollars. The idea of newspaper-growing over his treatment by the public, is, to us, an amusing one, to say the least of it.

THE SUCCESSOR TO MR. MOLINA.—A communication in the *New York Herald* of yesterday throws some additional light upon the antecedents of the distinguished gentleman who is said to have been recently accredited to this Government by Costa Rica. We republish it for what it is worth, being satisfied that its statements concerning his career in Central America are correct. It forms an amusing addition to the account of him we republished yesterday from the *New York Times*, which was avowedly derived from his own lips:

CAPTAIN CANTY, THE NEW MINISTER FROM COSTA RICA.—To the *Editor of the Herald*: Having read an article in one of the city papers yesterday, in which an interview is narrated with Captain Canty or Cauty, who comes to this country as an accredited minister from Costa Rica, I am curious to know whether the name of the gentleman is Cauty or Canty. There was a Captain Canty, who, according to his own story, had occupied a prominent position in sporting society in England, had ridden many a good jockey race and steeple chase, and had often squared accounts on the Derby and Ascot cups with Lord G—B— and the owner of Goodwood. At one of the London clubs the Captain, it seems, became ac-

quainted with General Munos, of Nicaragua notably, who induced him to accompany him to Central America, to take command of his (Gen. Munos') troops, then numbering, according to the General's account 2,000, but in reality only about 300 greasers. The Captain and Munos were to revolutionize the State of Nicaragua, make a coup d'etat and divide the spoils.

The captain seeing in the dim distance visions of empire rising up before him in a country rich in mineral wealth, where Cortez had reaped military laurels, where Alvarado had planted the flag of Isabel and Ferdinand, and where nature supplied all that man required, without the necessity of daily exertion, packed up all his little odds and ends and migrated with Munos; but imagine his chagrin (to use his own words) "to find, on his arrival, about three hundred miserable looking wretches, each one with a shirt and hat on, and not fifty muskets in the party." The captain abandoned the enterprise as a hopeless one, and settled down in the country. He found it much more profitable, it seems, to keep a hotel in Rivas, than the Transit Company was first opened, when to mix himself up with filibustering projects. His son, who has a good deal of humor, did the agreeable, and their business was becoming quite lucrative, when the Americans began to crowd in to keep opposition hotel. Wanting elbow room, the captain crowded out and emigrated to Costa Rica, where he contracted and built for that Government a small-sized steamboat, for which he got a big-sized price. Subsequently he went to San Francisco, and opened a club house over Wells, Fargo & Co.'s express office, but closed it again through the advice of his son. He then returned to Costa Rica, where it is said he edited a paper called the *Seminal*. It was his son, Col. George Canty, who we are told defeated Col. Titus on the San Juan.

Now, I am anxious to know whether the Captain described above is the same gentleman who is announced as the new envoy from Costa Rica. If he be, one cannot help admiring a destiny which places a man in such a variety of positions, and renders him equal to them all.

New York, August 19, 1857. J. M. B.

A MECHANICAL ACHIEVEMENT.—Yesterday afternoon, a block of granite was brought from the stone warehouse, near Georgetown, to Pennsylvania avenue opposite the Treasury building, which is to be an ante or pilaster in the Extension, in place of the south pillar of the portico of the present structure. It weighs more than 34 tons, and was drawn to the building in the short space of two hours, by five pairs of horses and six pairs of oxen, each ox of the team weighing at least 1,800 pounds, and the horses being large in proportion. In turning corners, it was of course necessary to resort to the use of jack-screws to turn the so tremendously loaded hinder portion of the stone wagon when its fore wheels jammed against its load. These jack-screws were of course hydraulic, and were two in number. With them, this remarkable load was moved by two men with as much ease as though it was "a mere circumstance."

We have rarely witnessed a greater triumph of mechanical skill than was involved in the noiseless, easy, and apparently matter-of-course transportation of this huge block of granite.

The teams of cattle (oxen) used on this occasion were brought hither about a week ago, and are said to have cost the contractors \$300 per yoke. The six yoke started the immense mass before the horses, also hitched to the load, commenced to pull.

THE LAYING OF THE CABLE.—The Navy Department has interesting dispatches from the Commander of the steam frigate *Niagara*, to the 1st instant, when that vessel was in the Cove of Cork, where she arrived on the 27th ultimo. On the passage from Liverpool an experiment was made to ascertain how slow the ship could be made to go under steam, and one and a half knots per hour was the important result. The ability to go at so slow a rate involves almost an insurance of success in paying out her share of the cable.

On the 28th ultimo, the cable on the *Niagara* was connected with that on the *Agamemnon*, and messages through the whole 2,500 miles of cable, were sent and received in half a second, as we published from unofficial sources some days ago.

Capt. Hudson (of the *Niagara*) had taken on board, from the *Agamemnon*, ten miles of the larger or in-shore cable, as it had been determined (according to his request) that his ship should first pay out.

Capt. Hudson adds: "The engineers of the Company will have completed their preparations this afternoon, and the vessels of the squadron (which are all here) will immediately leave this port for Valentia bay, and from thence on Monday, the 3d instant, secure the shore-end and commence paying out the cable. "It will be a most singular coincidence, as Columbus left port on his voyage of discovery for our Western World on the 3d day of August, just 365 years ago."

LIGHT-HOUSE KEEPERS APPOINTED.—The Secretary of the Treasury has recently made the following appointments of Light-house Keepers. Viz:

- George La Vino, at Cheboygan, Mich., vice Charles Brannack, removed—salary \$350 per annum.
- Bailey Willie, Assistant, at Old Point Comfort, Va., vice John Bluxom, moved away.
- Return J. Hunter, Assistant, at Fort Point, Cal.,—salary \$650 per annum.
- Ira H. Chapman, Assistant, at Point Bonita, Cal., vice Alex. Brown, removed—salary \$650 per annum.
- Egbert Poinsett, at Dame's Point, St. John's Run, Fla.,—salary \$500 per annum.
- Horace A. Hughes, at Capo Cod, Truro, Mass.,—salary \$500 per annum. Jas. Small, First Assistant, at same light—salary \$300 per annum. Thos. H. Kenny, Second Assistant, at same light—salary \$300 per annum.

SURVEYS IN KANSAS.—The Commissioner of the General Land Office has received from the Surveyor General of Kansas and Nebraska plats of the retracement of a part of the southern boundary of the Shawnee Indian lands from the point on that line two miles east of the southwest corner of the Shawnee reservation westward to the northwest corner of the Sac and Fox lands, situated in township 15, south, range 13 east, of the sixth principal meridian in Kansas.

Also, plats of the resurvey of the southern boundary of the Pottawatomie lands, and the survey of the northern boundary of the Shawnee cession lands in Kansas, beginning from the southeastern corner of the Pottawatomie reservation, and running westward to the northwestern corner of the Shawnee lands, on the Smoky Hill Fork, making about sixty miles.

BOUNDARIES TO BE RUN.—We understand that the Secretary of the Interior has requested the Secretary of War to have run off, by army engineers, the boundaries of the territory leased by the United States from the Choctaws and Chickasaws, (by tri-partite treaty,) in order that the former may locate upon it, for the time being, we presume, the Washitas and some other Texas Indian tribes it is designed to place thereon. The territory in question lies between the 98th and 100th parallels of west longitude.

SURVEYS OF DONATION CLAIMS IN OREGON.—The Surveyor General of Oregon has transmitted to the General Land Office eleven plats of surveys of the claims situated in the southern portion of Oregon, upon Gold river, a tributary of Rogue river, and the vicinity of Jacksonville.

The business of the General Land Office in Oregon, by the by, is progressing most satisfactorily, we hear, which goes to show that the Surveyor General out there, Mr. John O. Zieber, is a man of much energy and business capacity.

THE MISSOURI ELECTION.—It turns out, as we anticipated, that it will require the official returns to determine who has been elected Governor of Missouri—Rollins, (combination—American, Republican, and Bentonian,) or Stewart, Democrat. Various statements in figures are published on both sides, none of which are