

[FROM OUR OWN CORRESPONDENT.]

PANAMA, December 2d, 1857.

I mentioned in my last that another emissary of the New York Commodores, in the person of a Mr. Glover, representative of Mr. Ginton, had arrived here en route for Central America, to negotiate the right of way over the Nicaragua Isthmus. The *Northern Light*, a fortnight since, brought another consignment, in the same line. This time it is the original "Jacob Townsend," in the person of the celebrated, famous, notorious, or whatever title you may choose, W. R. C. Webster, accompanied by Mr. Allen, son-in-law of Commodore Vanderbilt. Mr. Allen does not bear any part in the propositions to be made, but accompanies Webster as a sort of voucher for the genuineness of his papers, as that gentleman has, like some members of the canine species, acquired a very bad name. Mr. Allen also probably has authority from the Commodore to endorse such promises as Mr. Webster may make, if they shall not exceed the maximum set down in the latter's port folio. Mr. Vanderbilt and Mr. Horace P. Clark agree to give Webster a certain sum for the transit privilege, for the term of either fifty or seventy years, or in perpetuity, just as he may be able to negotiate, on condition that the privilege shall be signed jointly by the Presidents and Cabinets of both Nicaragua and Costa Rica. He also bears letters from personal and political friends of Mr. Buchanan, pledging themselves that the United States Government will guarantee the transit from filibusterism, on condition of the signing of the agreement, the grant to be null, in default of such guarantee. The amount to be paid to the two Governments for this privilege I, of course, do not know, as Mr. Webster expects to "dicker" in such a way with them as to make it comfortably light. But of course Mr. Allen has the maximum figures in his pocket.

Mr. Webster also bears letters from Mr. J**** D. W***** to President Mora, stating that he, Mr. James D., having been in the interest of Mr. Webster's enemies a short time since, he readily believed and circulated certain stories against Mr. Webster, which he is now satisfied were slanders, and he therefore fully endorses him as an honorable, reliable, injured, and much-persecuted individual. He also bears a letter from Mr. Kirkpatrick, backing down from his charges against him, Mr. W., through Mr. Young Anderson. Mr. President Mora is also informed that Mr. Webster must be an honorable man, because Mr. Vanderbilt, who abused him when he was working against Mr. Vanderbilt's interest, now endorses him, etc., now that he is acting in behalf of Mr. Vanderbilt. So you see, Webster, this time, makes his appearance on the San José stage after his two unsuccessful appearances, much in the same way that Macready did for a complimentary benefit, got up by a long list of "eminent first-class citizens," after having previously been driven once or twice from the boards. It would be vastly funny, a comedy that should embody the whole and true history of this interminable transit intrigue. It would be fruitful in big and little conspiracies—juggling tricks of all sorts—the most gorgeous lying—"Now you see 'em, and now you don't!"—in which great Commodores and Commodore's sons-in-law play the walking gentlemen, with red-headed Cantys to do the diplomacy and bragging, and Websters, Andersons and Whites to do the thimble-rigging. Suppers at Garrison's parlor in the Metropolitan, and bad-liquor bouts at Cauty's boarding-house in Broadway, should be introduced; while the scenes might represent Webster's and Kirkpatrick's prison cells—views of the Palace at San José—Lake Nicaragua, with the *San Carlos* lying in the shadow of Ometepe, ready to be delivered over to Morgan—and a panorama of the Transit Road, with broken passenger and baggage-wagons piled up to make barricades for Gens. Mora and Calias, might be added, to please returned Californians who have passed over the route, and who would doubtless be happy to revive in this way the recollection of these gently-rolling, eider-cushioned vehicles.

The first time Webster returned from Costa Rica, bearing his grant, by which he was to plank down a million of dollars, 25 per cent. off for cash, Com. Vanderbilt would not bite at so large a bait, and so repudiated his agent Webster, and undertook to treat with Anderson for the recovery of his confiscated transit property. Upon this, Webster went over to the enemy, Messrs. Morgan and Garrison, who cut him out with Harris, son-in-law of the former, to endeavor to get an abatement of a portion of the million. Webster returned with another contract, by which Garrison was to pay down a quarter of a million on the 15th September ultimo, and the balance in regular instalments. In the mean time Nicaragua had sent Yrisarri as Minister to the United States, expecting him to get an immediate recognition from the cabinet at Washington. Yrisarri could not forego the opportunity to make a plum out of the transit, and so he proposes in the name of Nicaragua to sell it out to Joe White, the only apparent consideration to be \$60,000 worth of arms—probably old Law muskets—to enable her to hold herself good against Costa Rica. Of course, I don't know how much Yrisarri was to get, but White, for a small advance, was to turn the transit over to Garrison & Morgan. So, this firm, instead of carrying out their contract with President Mora, began to treat with White, which coming to the ears of President Mora, and the \$250,000 bonus not being forthcoming at the proper time, he indignantly rescinded the contract. White went to Washington, sure that he could procure the recognition of Yrisarri, and protection to the contract he had made with him. At first, Mr. Buchanan thought it was "all right"—that Costa Rica had no hold on the route, either by occupation or otherwise, and being completely deceived by White, agreed to receive Yrisarri. Vanderbilt, however, opened the President's eyes in season, and Yrisarri and White fell together.

A little episode in this game is worth relating. Garrison, after he should get the privilege through White, would of course need the steamers, then as now in the hands of Costa Rica. The old man Cauty was in New York, pretending to be the authorized agent of Costa Rica in the transit and other questions, and no doubt had President Mora's confidence. His son has charge of all the river and lake boats. Cauty was living at a very genteel boarding house in Broadway, "putting on airs," in fact playing the Great Mogul with such success as not only to astonish the landlady with his great wealth, but actually making all the inexperienced boarders believe he was either President Mora himself, or else that the President was only his Secretary. Cauty agreed with Garrison to lease him the lake and river boats on behalf of Costa Rica, the company allowing her one dollar and fifty cents for every passenger they might transport, for the use of them. How much Capt. Garrison was eventually to pay Captain Cauty, and what share Colonel Cauty, who has possession of the boats, was to have for his treachery to President Mora, is not known. But it is known that a black boy followed Messrs. Garrison and Morgan up to the very genteel boarding house, with a bag of gold on his shoulder, and after a drink of champagne all round, in which the landlady's daughter was invited to join, Captain Garrison counted down to Captain Cauty one hundred and twenty double eagles, with the head of "Liberty" on 't'other side. It is also averred that Cauty went next morning and invested \$500 of the money in silver plate as a present to a distinguished friend in Costa Rica, hoping in this way to throw dust in his eyes in regard to his motives in the lease business. But another friend, to whom Cauty was slightly indebted, getting his eye on the consignment, seized upon it and sold it at Sheriff's sale.

Another distinguished personage was also to get rich on this Morgan contract. Parker H. French, ex-Secretary, and ex-Walker Minister to Washington, had obtained the contract to supply the steamers with wood, and was giving champagne suppers on the strength of his expectations, when the Yrisarri recognition "busted up." I do not hear whether Walker had secured the position of Lake Pilot, or where Henningsen was to be stationed—but presume everything was fixed right.

The scheme was well laid; Yrisarri and Cauty was bought over—the lake and river steamers in the hands of Com. Garrison—\$60,000 worth of munitions of war to be taken out to San Juan del Norte in one of Morgan's vessels—Walker's officers and confidants to be introduced into the country as agents and contractors for the firm—the *Tennessee* sent to run one or two voyages from New Orleans to Vera Cruz, so as to be handy when wanted, etc., etc.

Well—if the San Juan river is ever to be opened again to California travel, I hope Capt. Garrison will control the line, for he is the only man who can ever run a decent opposition, since the Howard line failed.