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# The New Orleans Bee.

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NEW ORLEANS, TUESDAY MORNING, APRIL 7, 1857.

VOL. XVII—NEW SERIES. VOL. XXX—WHOLE NO. 10,343.

RATES OF ADVERTISING.

THE DAILY BEE.

TUESDAY MORNING, APRIL 7, 1857.

The carriers of the Bee are authorized to receive subscriptions at the rate of 25 cents a week.

Express mail failed yesterday from Havana.

THE NEW GRANADA DIFFICULTY.

Costa Rica half-breeds of Costa Rica fancy themselves invincible, because they have shown with great superiority of numbers, and some advantages over Walker. We should be in the least surprised were New Granadians to imagine that they are able to cope successfully with the military power of the United States. Upon what ground can we explain the refusal of the government of New Granada to act in the just and moderate way made by Messrs. Morse and the United States Commissioners.—Is it the grave habit of procrastinating in the reparation of outrages has contributed towards the arrogance countered by these gentlemen? The government of New Granada, and have suffered nearly a year to pass making a positive demand of the one of the most atrocious and cowardly acts which ever disgraced the name, calling themselves civilized, gathered courage from this delay? Is our hitherto-lauded forbearance and magnanimity into either misapprehension. The consequence is, when we did decide to take with a cool and insolent refusal to negotiations.

Now, relative to this matter, it appears to be no prospect of early adjustment of the New Granadian government. Its present position that no [illegible] other words that the [illegible] and people in the affair was justified by suffering. This statement is to be [illegible] expectation, or conciliatory [illegible] sent out to try [illegible] that besotted and [illegible] and probably will [illegible] shortive attempts [illegible] before the Press [illegible] whether the slaughter [illegible] by an infuriated [illegible] evidence by the high [illegible] New Granadian republic, [illegible] and unavenged.

[illegible] are averse to quarrel [illegible] for causes [illegible] The bombard[illegible] in our opinion an [illegible] of cruelty [illegible] population for [illegible] individuals, [illegible] bloodshed, and [illegible] dignity offered [illegible] representative. Yet [illegible] regard it [illegible] were different. There [illegible] harmless [illegible] The deed called [illegible] Yet months [illegible] a fruitless [illegible] Panama remains [illegible] from the New York [illegible] government is [illegible] and energetic [illegible] that such steps will [illegible] the circumstances [illegible] and interests of the [illegible] There is nothing like [illegible] to arouse the [illegible] the reason of these [illegible] Has Gaston ships of war [illegible] a military force [illegible] in case the demand [illegible] not complied [illegible] date, would more [illegible] bring the New [illegible] senses than all Mr. [illegible] combined in [illegible] What we desire to [illegible] and a little less [illegible] government.

CHIRIQUI PACIFIC RAILROAD.

[illegible] with the combined efforts [illegible] of our city [illegible] mind touching [illegible] rise to set forth its [illegible] consideration of the [illegible] improvements it offers to [illegible] capital. [illegible] individuals [illegible] the subject, and ask [illegible] for the mercantile [illegible] usually well posted [illegible] questions involving pecuniary [illegible] and returns upon investment [illegible] almost the only [illegible] attention to the [illegible] and the statements [illegible] a liberal patronage [illegible] accordingly the [illegible] to the stock [illegible] during the past week. [illegible] to the nearly exclusive [illegible] merchants.

[illegible] usually subscribed [illegible] of the entire sum [illegible] the South and New [illegible] and direction of [illegible] company, and although we [illegible] that there are par[illegible] under the cash for any [illegible] not unsubscribed [illegible] company if possible [illegible] benefits which will [illegible] shareholders among as [illegible] practicable, and to in[illegible] of this great project [illegible] working men. With the [illegible] dominating authentic [illegible] these we republish to day [illegible] address of Geo. [illegible] President of the company. To [illegible] who do not know Mr. [illegible] name or by reputation, [illegible] that his connection with [illegible] improvement is a [illegible] guarantee of its [illegible] industry [illegible] Mr. Vernon as a [illegible] comprehensive [illegible] integrity, of invincible [illegible] straightforward and [illegible] character. What he advances [illegible] carefully examination and de[illegible] may be freely and cordially [illegible] every one. We, therefore, [illegible] attention to his address, and [illegible] persuade by all who cherish [illegible] interest in the progress of the [illegible] desirous of bettering their [illegible] employment of their [illegible]

[illegible] The office of [illegible] has been established at No. 11 [illegible] Exchange Street and after the present [illegible] Insurance Company, as [illegible] generally aware, is founded [illegible] principle, and is partly modeled [illegible] the old system. It possesses [illegible] cash capital of $250,000, [illegible] chase its affairs. Parties dealing in this company can do so [illegible] principle, or even at a discount of ten per cent. upon [illegible] premiums. We have no [illegible] of the success of the company [illegible] the direction of some of [illegible] intelligent and most influential [illegible] New Orleans.

[illegible] are indebted to T. B. Peyton, through J. C. Morgan, [illegible] the following new works: [illegible] Adventures and Travels, to[illegible] at other humorous tales [illegible] Wentworth illustrations by [illegible] Briggs is itself a humorist [illegible] his rich and rollicking [illegible] other stories are full of fun, [illegible] Backwoods life most admirably [illegible]

[illegible] Thousand and Ten Things [illegible] This is one of those useful [illegible] which comprehend an immense [illegible] information in household matters, [illegible] connected with the toilet, [illegible] kitchen and the sick-chamber [illegible] valuable. Every family [illegible] a copy of this work.

[illegible] The attention of the ladies [illegible] advertisement of shawls, [illegible] and laces, of the latest [illegible] received from Paris by M'me [illegible] Royal street. Her assortment [illegible] is remarkably rich.

[illegible] which happened to the boiler [illegible] machine on Sunday night compelled us to resorte to our friends of [illegible] for the printing of our daily [illegible] We need scarcely say that these [illegible] courteously and promptly placed [illegible] our disposal, and are entitled [illegible] our thanks.

[illegible] Globe is suspended until [illegible] of the next Congress. It will [illegible] resumed in an improved form.

[illegible] Hon. Kensey Johns, Chancellor of the [illegible] Delaware, died at his residence in [illegible] on the 24th ultimo, in the 66th [illegible] age.

## BY TELEGRAPH.

Transmitted to the New Orleans Bee.

### THE WEATHER AND SNOW YESTERDAY.

THE PEACHES ALL GONE.

*The Tobacco Crop Seriously Injured.*

Great Fire in the Woods of North Carolina.

### NICARAGUA NEWS BY THE TEXAS.

*A CONTRADICTORY REPORT.*

The Canas and Walker Correspondence.

WALKER REPORTED TO BE IN RETREAT.

American Naval Officers Intercede.

REPLY OF CANAS.

ALLIES DEMAND THE PERSON OF WALKER.

Hemmingsen's Letters.

### WASHINGTON NEWS.

Naval Affairs—The Board of Inquiry.

*TWO ADDITIONAL BOARDS ORDERED.*

CHANGE IN THE ORDER OF CASES.

THE WEATHER—SNOW.

PITTSBURG, April 6.—There was a great change in the weather here yesterday. It became very cold and stormy in the afternoon, and this morning there were three inches of snow on the ground. It is now noon, and the snow is melting.

NASHVILLE, April 6, noon.—We have had fine weather for the season for several days, but it suddenly turned cold yesterday, and last night snow fell to the depth of two inches. It is now going off.

LOUISVILLE, April 6.—The thermometer fell last night to 26 deg. We had wind and some snow.

THE FRUIT CROP—TOBACCO.

LOUISVILLE, April 6.—There is no doubt but that the cold weather last night has seriously injured the fruit and tobacco crop in this State.

Dispatches from different parts of Tennessee say that great injury has been done to the tobacco crop. Fruit trees have also suffered considerably.

CINCINNATI, April 6.—The cold snap of last night has, it is supposed, totally destroyed the peaches in this State.

THE NORTH CAROLINA WOODS ON FIRE.

WILMINGTON, N. C., April 6.—The woods near here are on fire in several places, and it is greatly feared that the fine pine trees will be destroyed.

We have advices of the loss of twenty thousand trees by a single producer.

It is not known how the fires originated.

THE NICARAGUA NEWS—A COUNTER STATEMENT.

NEW YORK, April 6.—The *New York Tribune*, of this morning, publishes a statement from one of the passengers of the Texas contradictory to the news contained in the report of the purser.

He (the passenger) says that he is a citizen of Nicaragua, and was formerly an adherent of the government of Walker.

He says that the report of Walker's victory on the 16th is entirely without foundation.

According to his published statement, he was in the camp of the Allies just before the 15th, and that at that time Walker's whereabouts was not known, he having a few days before abandoned his quarters at Rivas with the intention of reaching the sea coast.

He states that the correspondence between Canas and Walker, over which so much cry has been made, was really referring to the surrender of Walker. He says that Walker proposed to submit and leave the country, provided he and his followers should have the privilege of doing so without molestation.

Canas replied, offering passports to the whole force except General Walker, whom he was determined to deliver to the Costa Ricans.

The result of this correspondence was, according to the statement in the *Tribune*, that Walker refused, and that he and his force subsequently left Rivas for the sea coast.

He further states that the American naval officers at San Juan del Sur had appealed to Canas in behalf of Walker and his force. To this appeal Canas replied that he would pay the expenses of the whole force to the United States, with the single exception of General Walker, who must be delivered up.

He says that the published letters from Hemmingsen give opportunity to give an account of recent victories gained by Walker, and which are dated on the 19th ult., the day the *Texas* left, and profess to have been sent by express to the steamer, giving a few details and referring to other officers, which letters have been purloined on the route, have no signatures, and all bear unmistakable marks of fabrication.

DOMESTIC MARKETS.

CINCINNATI, April 6.—Flour is unchanged. Provisions are firmer. Whisky is firm. The weather is very cold.

NEW YORK, April 6.—Flour is quiet. Southern brands have declined 6c. Wheat is heavy—white is 2c lower; white Corn is lower, and yellow 2c. Provisions are generally firmer. Whisky has declined 1c.

THE RIVER—WEATHER—STEAMBOATS.

LOUISVILLE, April 6.—We had quite a fall of snow last night, and the mercury this morning stood at 26 deg.

There are six and a quarter feet in the canal.

VICKSBURG, April 6.—The Switzerland passed down at 4 last night, the Baltic at 2, and the Michigan at 1 this morning.

There was a great change in the weather last night, and it is very cool this morning.

THE NAVAL BOARD.

WASHINGTON, April 6.—Two Naval Boards of Enquiry have been ordered to be instituted in addition to the one now sitting.

The order of the Canton Chinese CITIZENS TOWARD THE CANTONESE.

(Extract from a private letter to the Dublin Evening Post.)

CANTON, Jan. 13.—The only active movement that has been attempted was on yesterday. The day before arrangements were made for the firing of the whole of the suburbs of the city on the North bank of the river. Our orders were to fire the suburbs from the West corner of the city wall, in a direction Westwards.

All the bullets I saw were made of iron, very unshapely, and like that we should call slugs. It was with difficulty we could prevent the men from shooting every poor devil they surprised in the houses; and had we not exerted the greatest attention, every one of them would have been murdered. The burning proceeding is very horrible, and I wish we were done with it, which, I am happy to say, I think is the case, at least for the present. The admiral had great forbearance in not attempting it before, which he might easily, and perhaps justly have done. The extent which has been destroyed is a line of perhaps two miles along the North bank of the river, and penetrating inwards from 200 to 400 yards. A considerable part of the city has also been burned by the firing from the fort, which is held by us.

The fire lasted about twenty-four hours. The admiral has written for about 1,000 men from India; we also expect 500 from Singapore. We have not yet heard what effect these proceedings have had on the Chinese garrison; the extraordinary thing is, that what we do here does not in the least affect the other parts of China with which we trade. All accounts show that we are quite indifferent to this place, and rather glad than otherwise that the Cantonese—whom they hate—are getting thoroughly up. The so-called rebels are quite close to us, and made overtures to us to become our office, but as the general impression is that they are only a band of thieves, we have not ascertained their advances, or listened to them in any way. It is extraordinary that the constant pressure does not make the Chinese government give in, as these rebels are playing the devil with the whole of the neighborhood, burning and destroying villages in every direction.

(From the Correspondence of the London Times.)

MAY 20.

The Spanish Expedition against Morocco.

The probabilities of hostilities with Mexico begin to excite a good deal of attention here. The affair is complicated. On the one hand the government is loth to go to war with that republic, but its expulsion should in some way give a pretext for embargo to the United States, of which power it stands in awe. The claims to pick a dispute with what the Spanish papers are wont to call the North American Colonies is augmented by a refusal which I am assured has been received, from England and France to the application made to them for protection for the island of Cuba while an expedition went against Mexico.

A special envoy from the Spanish Government, Senor La Fragua, is said to have arrived at Southampton, and to be on his way to Madrid, charged with explanations respecting the recent outrages on American citizens in the territory of the republic. Until the result of this mission and until the receipt of dispatches from the Spanish Minister at Washington, over the road and expected here next week, no final decision will be taken by the government. Preparations are going on there. Five large vessels are getting ready to leave Cadiz with troops, and the officers ordered on the service have received orders to hold themselves in readiness for immediate departure. The pride of the Spanish navy, the great ship Isabella, is to be prepared to detain General Santa Anna from Southern America, where he is at present, and whence he will have long perambulations to his passage in Mexico. Vera Cruz is to be taken in his name, and with Spanish aid; his adherents will be in readiness to join him and to march upon the capital.

The project has probably had its origin in an application which is known to have been made to Spain a short time ago by Santa Anna for a large number of arms to be used on an attempt he was contemplating. It is thought that the expedition to Vera Cruz is a direct one to effected. The Spanish Government is on the strongest footing in the Mexican Gulf, and although the French, if moved by any strong impulse, could easily overpower it in 1861, it does not appear probable that they will do any such thing in the Mexican Gulf.

The Spanish Government will be very highly pleased if the Mexicans by force compel them whether this can be done or not, is doubtful the more so as the Spanish Government is in the greatest amicability with Mexico, and these hostilities are absolutely unnecessary, unless the Spanish Government is made aware by treachery and dissimulation, of a hostile purpose.

All this, of course, is conjecture, but it is known that there are very strong grounds for it, and that the Spanish Government is unsatisfied with the conduct of the Mexicans.

TO THE PUBLIC.

Having after the fond gratitude reflected, [illegible] to support the Presidency of the Southern Pacific Railroad Company, I deem it a duty to the public, to inform the present position of the company, and its prospects, [illegible] to necessitate the great objects which [illegible] consequence.

A thorough investigation has convinced me that the road through Texas can not only be built with the means which the company is now possessed, but that the road, by reason of the middlemost grants of land to it, (to each 10,240 acres per mile) but that a large surplus will be distributed among the stockholders.

There is no precedent in the annals of public enterprise which equals the liberality and enlightened generosity of Texas, as exhibited in the charter of the Southern Pacific Railroad Company, and the laws passed in relation to the construction of railroads in that State. The road, under its charter and these laws, is, I might almost say, a self-sustaining work, which only requires to be begun, earnestly and zealously, to be completed. Ten miles of the road have been graded and completed, and at the time required by the charter; the iron necessary to bind the forty miles to be finished by the 16th February next, is now in this city, and on its way up Red river; the force on the road, and the contracts already made, will enable it to completely finish the twenty miles long before the time specified in the charter, which done, all the conditions are complied with, and the chartered rights of the company are forever secured.

It would be vain to enumerate, in a brief notice like this, much less to dwell upon the results which must follow the completion of this road. The ablest intellect can embrace at once their vastness and boundlessness. As regards its influence, either on commerce, the destiny of empires, or the stability and strength of our Union. These are matters of which every man must be his own judge. Believing, as I do, that, if this charter should be forfeited, this great enterprise might be retarded a lifetime—that it would be seized upon and ridden as a political hobby—that it would revive and invigorate the struggle before Congress, between Northern and Middle routes—that it would engender bad feeling, sectional animosity and bitter controversy, I considered it, a bounden duty to my individual profit which, I believe, will inure to the stockholders, a duty to accept the position tendered to me, more particularly when its success seemed so certain, if prosecuted with energy.

I consider it not only as a great national enterprise, but one that will be especially beneficial to the South, and so try in the Union would derive more lasting benefit from its completion than the city of New Orleans. This road is constructed through Texas, no one can doubt that it must and will be completed through the Mesilla Valley to the Pacific. By a connection with the Opelousas road, New Orleans will, for all commercial purposes, be its Eastern terminus. The Southern Pacific Railroad trade and riches of the Mesilla Valley, Mexico Provinces, Western Texas, New Mexico, &c., would, by means of these two roads, be centered in New Orleans. As soon as the road is finished to El Paso, it will become the great highway to California, as by means of stages from that point the mails and passengers could be carried to the Pacific Ocean in more than one-half of the time it now takes, and at about the expense—showing conclusively that the road must become the thoroughfare for the public mails and Pacific travel long before it reaches the Pacific.

I cannot doubt that this road will prove a great national benefit; that with judicious management it can soon be made; that the charter provisions and grants are of a character to realize to the stockholders an immense profit; that securing this charter and building it once even fifty miles of the road, it will inevitably and forever secure this route as the connecting link between the Pacific and Atlantic oceans.

In relation to all these matters, a candid public must judge for itself, from the following statement of facts:

The Legislature of Texas passed an act incorporating a railroad company under the name of "Texas Western Railroad Company," which, by a subsequent act, was changed to that of the "Southern Pacific Railroad Company." This is the charter under which the company has been organized. By the terms of this charter the company is authorized to construct a railroad from Galveston or some point on the Eastern boundary line of Texas, to the Pacific. Having such course as they might determine to be best, to the Rio Grande, giving to the corporation all the necessary rights to carry into effect the object of the grant.

The charter grants the right to take and hold so much of the public land through which the road might pass, not exceeding twenty miles in width, for the track of the road, and such additional width as might be necessary for depots, &c.

It also gives to the company eight sections of land for every mile of road when completed by it and ready for use. The depth of three miles on each side of the road is reserved for the use of the State, and the State, each being entitled to one of these sections. By an act of the Legislature, passed in 1854, the company became entitled to eight sections more, to be located on any of the public lands of the State, making in all sixteen sections of land to the mile, or eight millions and seventeen thousand acres of land for the whole line of road.

By another act of the Legislature of Texas, the Board of School Commissioners were directed to loan to legally incorporated railroad companies, out of the School Fund, the bonds of the State, bearing interest at the rate of five per cent.) six thousand dollars for every mile of railroad, when said company shall have completed, in a good and substantial manner, a continuous section of twenty miles, and graded an additional consecutive section of twenty-five miles, and the same for every additional successive section of ten miles, which shall be completed and graded.

This munificent donation, it will be perceived, comes in not only sufficient of itself to build the road, but will, if the road is completed, and the company properly managed, realize a surplus of millions of dollars to be divided among the stockholders.

Although I have determined to accept the office of President, yet it is due to say that I should not have done so, if the road had been located upon Southern control and direction.

The Northern stockholders, however satisfied that they could build the road themselves, yet they preferred that it could be more satisfactorily, safely and expeditiously done by combining with the South. The road runs through Southern territory, and can be filled, almost overlooked from the Southern portion of the directory. The management is more economically conducted by a Southern company, and its success awakens greater effort and diffuses more universal general satisfaction. These considerations have induced the liberal offer of removing the office and control of the company South, of electing a Southern President and a majority of Southern directors, and of offering an issue of stock upon as favorable terms as the first holders acquired it, to enable the South to obtain a majority of the road, in interest as well as direction. These propositions have been carried into effect by resolutions hereto appended, passed by the Board of Directors, and made a part of this contract of subscription, and $2,000,000 of the $4 per cent. stock of the Northern stockholders are to be placed in my hands as a further guarantee, if wanted by Southern purchasers. I should think, when this is considered, that every ground of suspicion, jealousy or disquiet is removed. No company of mine could do more, and few as much.

I have had the bond to upon condition that $5 per share is paid at the time of subscription, and that no more shall ever be called for or required of the stockholders therein. The contract is to be in no sense an objectionable; but when it is considered that the money raised from these subscriptions, and the money of the company are sufficient, as I am satisfied it is, to build the complete road to El Paso, it is plain that the charter and grants are of a character to realize to the stockholders an immense profit; that securing this charter and building at once even fifty miles of the road, we have practically and forever secure this route as the connecting link between the Pacific and Atlantic oceans.

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