

FROM CALIFORNIA.

ARRIVAL OF THE PROMETHEUS.

THE JENNY LIND EXPLOSION.

THE LOSS OF THE S. S. LEWIS.

MISCELLANEOUS INTELLIGENCE.

Nicaragua about to take Possession of Greytown.

LATER FROM THE SANDWICH ISLANDS.

The Steamer *Prometheus*, Capt. CHURCHILL, arrived yesterday morning, from San Juan del Norte. To the Purser we are indebted for favors. The *Prometheus* left San Juan on Wednesday morning, the 4th inst., bringing 400 passengers, and \$170,000 in gold dust on freight, also a large amount in the hands of passengers, and dates to the 17th ult. from San Francisco, having made the passage in 7 days and 22 hours.

The Steamer *Brother Jonathan* left San Francisco on the morning of the 17th ult., with 640 passengers for New-York and New-Orleans, and \$200,000 in gold dust on freight. Her passengers and specie arrived at San Juan del Norte, on the evening of the 3d inst.

It was very healthy on the Isthmus. GEO. GULLIVER, a passenger, was accidentally killed by a fall on board the *Prometheus*, in the harbor of San Juan, on the 30th ult.

Spoke on the 9th inst., off Cape Florida, the hermaphrodite brig *Geo. Harris*, of Providence, bound north.

From our Special Correspondent.

SAN JUAN DE NICARAGUA, Tuesday, May 3, 1853.

Rumors having reached us here that the State of Nicaragua would soon take possession of Greytown, the people of that town now bitterly repent the late aggressions on the Company's property at Point Arenas. Their great anxiety to acquire territory, and a vain effort to acquire the mastery over their neighbors at Point Arenas, have, it is hoped, led to the latter result. Nicaragua, by assuming the guardianship of this place, will confer vast benefits on the major part of the people. And the United States and England will have a responsible Government to demand redress from, in case any of the citizens of those countries should be wronged. His Honor, Mayor MARTIN, will have to take up his quarters somewhere else. And when the flock loses its mischievous head, we all may hope for a better state of things.

Gen. MONTENEGRO, Commander-in-Chief of the Nicaragua forces, has been sojourning here for some time. This looks ominous for the Greytown people—the bad ones, of course.

The U. S. ship *Cyane*, Capt. GEO. N. HOLLINS, is likely to remain here some month longer—the pirates of Greytown having threatened that the moment she leaves, they will tear down the property on Point Arenas. Seeing that their day is drawing to a close, such an opinion is very well founded. Even if that vessel were to make a temporary absence of a few days only, on her return she would be sure to behold the property of the Company in ruins, and the perpetrators in the woods secure from the punishment which such a crime would merit.

Lieut. HURST, Assistant Surgeon Peck, Capt. CLARK, and Mr. HOLLINS, have returned from their late visit to the interior.

Our Chargé de Affairs to Nicaragua, it is said, will return home by the month of June.

The health of the River is very good—water high—boats in good running order, and the Independent Line is bound to go ahead.

The steamer *Daniel Webster*, from New-Orleans, with 150 passengers, arrived here on the 23th ult., in six days from that port. The *Prometheus* arrived on the 30th, with 350 passengers. Both vessels will sail to-night, with the passengers of the *Brother Jonathan*—some 600 in number.

The steamer *S. S. Lewis*, on the Pacific side, is reported as lost.

The U. S. sloop-of-war *Portsmouth*, Capt. DUMIN, was at San Juan del Sur, on the 1st, and was to sail on a cruise on the 5th. Officers and crew all well.

The U. S. ship *Cyane*, Capt. HOLLINS, and the brig *Townsend Jones*, are in port—the latter to leave for New-York in a few days. Also, H. B. M. steam-tender *Albion*, and English brig *Teaser of Jersey*.

The English Mail steamer *Dee* arrived here yesterday from Aspinwall, Navy Bay, and St. Thomas,—sailed again in the afternoon. Yours, ROVER.

Explosion of the Jenny Lind.

The *Jenny Lind* started from San Francisco on the 9th on a pleasure excursion to San José. The Mayor chartered a steamer and she left Alviso Embarcadero about 2 o'clock on Monday morning, and was off the Pulgas Ranch, about midway between the two shores, when the accident took place. There were on board, according to the statement of the clerk, 125 passengers, among whom were about 15 ladies and children. The cabin table was laid, and, unfortunately, the cabin was full, when, in an instant, the after-head of the boiler blew out with a terrific noise, ejecting a dense volume of scalding steam into the cabin. Several ladies were so frightfully scalded that they died before the steamer had anchored. Out of five children on board not one was saved. Nearly 40 persons were dreadfully injured, some 10 sprang overboard with fright, and not less than 10 were killed outright. The steamer was passing over the flats at the time, and she was instantly anchored and a signal of distress made from her flag staff.

The accident occurring in the after part of the vessel, there was no injury done forward, where a number of passengers were collected. Mr. PETER SMITH swam to the shore, and arriving at the San Francisco road, sent the news of the disaster into town. The steamer *Union* went to her aid, and arrived at 5 o'clock. The *Kate Kearney* ran out to meet the *Union*, with medical aid. It was ten hours before the sufferers were put in charge of the physicians, which delay greatly increased the mortality.

The San Francisco *Herald* gives a graphic account of the disaster. We make the following extracts:—

The cabin of the *Jenny Lind* was a closely confined room, about 15 by 20 feet, with small windows looking out upon a sort of gangway that intervened between it and the railings. It was just about dinner time—the table was spread, and five minutes before the ladies, children, and gentlemen in charge of ladies, had been introduced into the cabin so that they might not be incommoded by the rush to dinner when the bell should ring. They were about seating themselves at the table—some of the ladies were already seated. Just at this moment the explosion took place; the dense volume of steam rushed into the cabin and instantly pervaded it. All who were in it were stricken down as if wilted by the heat. They were scalded frightfully externally, and all inhaled the fearful steam; not one escaped; they were all killed instantly or have since died. Many of them had their clothes literally torn from them; the skin was entirely burnt off their faces and bodies.

The sight they presented was horrible beyond description; they were not simply scalded, but all were more or less mangled by the fragments of the boiler and bulkhead, and streams of blood flowed from their mutilated bodies. Some few of the gentlemen managed to grope their way out of the cabin crying piteously to those above to save their wives and children. When some of the passengers who were unhurt rushed below, the sight that presented itself staggered them, and some became faint. They found the dead and the dying in a confused mass on the floor, covered with fragments of chairs, tables, furniture and timber, and horrible to relate, they were writhing in scalding water, which lay six inches deep on the floor.

The volume of steam struck against the bulkhead in the rear of the boiler; the greater portion burst through the cabin on its mission of death, while another portion recoiled and rushed forward, killing instantly one of the firemen, who was standing in front of the furnace doors, mortally scalding another who was on the forward deck, and killing several passengers who were standing on the forward part of the lower deck. Those of passengers who were standing on the forward part of the upper deck, were nearly all saved. A few only were scalded, and those not dangerously. Those about midship, right over the boiler, were entirely uninjured. But the most terrible destruction of life was on the after part of the upper deck, just over the cabin. Here a large number of passengers were congregated. After the steam had done its work of destruction in the cabin, it burst up the companion-way, and in an instant swept those in its path to the deck, like grain before the sickle. Not a man around stood; fifty lay prostrate, scalded, wounded, shrieking with agony, or moaning in the last moments of life.

We have said not a man stood, but there was one who fell, and one alone, who escaped unhurt. This was Mr. JAMES TOBIN, late of the firm of TOBIN & DUNCAN. He was standing near the companion way, leading to the cabin and talking to Mr. SHELTON, when he felt the tremor above alluded to. Familiar with such accidents on the Mississippi River, and knowing what it portended, even before he heard the explosion, and simultaneously with the gushing up of the steam, with extraordinary presence of mind, he jerked apart the fastenings around his neck of a heavy cloak he had on, threw it entirely over his head, wrapped it and his hands in the folds, and prostrated himself to the deck.

The furious volume of steam rushed over and around him, but he lay with his hand clasped over his mouth, and held his breath. This he did as long as he could, when he made a gasp to recover himself, and again held his breath. Even through the thick folds of his cloak—through his hand—lay down on the deck—half a minute after the explosion, the air was painfully hot. In a little more than a minute, he raised his head to see if he could breathe—found it still too hot, and covered him self up again. In two minutes he uncovered, completely unhurt—he had not even been singed. His cloak was burnt, and almost dropped to pieces. He was the only man of that whole crowd around him, who rose up. His escape, under Providence, is due to his presence of mind alone.

As soon as the consternation had in a measure subsided, those who escaped rushed to the assistance of the sufferer. They were brought upon deck and laid out, some of them on mattresses, others on the bare planks—with the carcasses of a number of hogs ranged on deck as pillows.

The cries of pain were fearful—some lost their senses; others were seen staggering blindly about; the skin hanging in shreds from their bodies—from their hands, like gloves turned inside out. Many had all their clothes blown off them, and shivered in the cold—whom burning internally, they cried for water. Many were generally scalped—their hair was melted off, as it were, by the steam, and they were left bald.

The total number of passengers on board the steamer according to the statement of Mr. FINCH, the Clerk, one hundred and twenty-five; the number who perished by drowning, we hear variously estimated, from ten to twenty; the number killed outright, and who have died to the time of our going to press, is thirty; the number scalded, and who are now lying in a more or less dangerous situation, is fourteen; and so that out of one hundred and twenty-five, we have the sum total of about sixty persons killed and wounded by this appalling catastrophe!

The following is the list of the dead so far as ascertained:

1. The body of an unknown man—age and country ascertained; the head waiter of the steambot.
2. Jeremiah Van Buren, aged 25 years; a fireman on board the steambot, and a native of Greenbush, N. York.
3. Francis Henry Macabee, aged 27 years; a native of Yonkers, New-York.
4. John Brady, aged 25 years; 2d steward, and a native of New-Orleans.
5. Blanche Beauchamp, aged 8 months; a native of California.
6. Charles Beauchamp, aged 5 years; also a native of California.
7. Athalie Beauchamp, mother of the above children, aged 34 years; residence No. 7 Virginia-street, San Francisco.
8. Adolph Behn, aged 5 years; a native of Mexico.
9. Lafayette F. Drake, a native of Portage County, Ohio; late a merchant of Diamond Springs; age 29 years; leaves a wife and family in Ohio.
10. Miss J. B. Winlac, born in Scotland, aged about 35; resided in Santa Clara, where she was attached to the Santa Clara Female Seminary, as musical instructress.
11. Bryan Murphy, aged 30 years, a resident of San José; born in Ireland.
12. Sarah Emma Page, daughter of David Page, Esq., of San Francisco; aged 8 years; born in Boston, Mass.
13. Noah Ripley, Esq., of Barre, Mass.; aged 50 years.
14. Mary Burtons Turk Ripley, wife of Noah Ripley, aged about 30 years.
15. Sarah Frances, daughter of the above, aged 10 years; born in Brooklyn, N. Y.
16. Charles Edward, son of the above, aged 6 years, 9 months and 14 days.
17. Franklin W. Bosworth, of Buffalo, N. Y., but late of Muklumne Hill, aged 26 years.
18. Mrs. Sarah Ann Page, aged 34 years; died at her residence, at 3 P. M.
19. Mr. Charles White, of Ireland, late of San José, aged 35 years; died at 12 o'clock, at Jones' Hotel.
20. Mr. James Hopkins, of Geneva, Cayuga Co., N. Y., aged about 30 years, late of San José.
21. John S. Bradbury, of Gifford, Chenango County, N. Y., aged about 30 years; arrived in steamer *North-amer*, three weeks since.
22. Caleb Winsor, of Gifford, Chenango County, N. Y., aged 28 years; arrived three weeks since.
23. Thomas Kell, of Quebec, I. C., aged 23.
24. C. A. Shelton, late of San Francisco; died at Jones' Hotel at 5 P. M.
25. Mrs. Charles Emerson, died at Crescent City Hotel.
26. Mr. J. S. Bradbury.
27. A child of Mr. R. S. Westfall.
28. Mr. Jonas Hawkins.
29. Monsieur Carpentier, a Frenchman.

The above-mentioned five persons' ages and place of nativity not ascertained.

30. Mrs. Kimball.
 31. Edward Behn, aged 40 years.
- The following were scalded:
- L. W. Ryder, slightly; a nephew of Mr. Murphy's, badly; J. D. Hoppe, of San José, badly; Mr. Bell, of Wisconsin, badly; E. F. Colyer, Racine, Wis., badly; R. A. Wyman, Racine, Wis., badly; S. Harper, Pennsylvania, cabin boy of the *Jenny Lind*, badly; Thomas Kele, badly; Thomas Golden, badly; Claude Simon, Frenchman, badly; A. Goldsmith, slightly; George Simmons, badly; S. F. Collins, badly; L. F. Gregg, badly; and one colored man, a cook of the boat, slightly—Total, 19.

The boiler of the *Jenny Lind* was an old one, on the high pressure principle.

Loss of the Steamer S. S. Lewis.

The *S. S. Lewis*, of the Nicaragua line, went ashore about 2 o'clock on Saturday morning, April 9, in a thick fog, near Bolinas Bay, ten miles north of the "Heads." She had on board of her 440 passengers, 49 of whom are females and 29 children, all of whom were landed in safety with their baggage. The latest accounts state that the steamer has bilged, and sunk to the hurricane deck. She will undoubtedly be a total loss.

It seems that an observation had been taken on board the *Lewis*, Friday noon, from which the latitude was determined, though perhaps not with strict accuracy, as the sun was but very imperfectly open from the clouds.

The weather becoming thick, an easy head of steam was carried, that the ship might not get too close in with the land, until the fog should lift. Their close proximity was unknown until the moment she struck, being at 2 1/2 o'clock on Saturday morning.

The ship struck on a ledge of rocks about a quarter of a mile from the shore, three miles northwest of Bolinas Bay, and sixteen miles north of the Golden Gate.

The passengers were mostly asleep at the time, and awoke in considerable alarm, but order was promptly restored though the ship was striking heavily. Attempts were made to back her off, but without avail, and she swung around broadside to the shore. The fog soon lifted, so that the beach was seen imperfectly, and immediately preparations were made to set the passengers and their baggage on shore.

The *Lewis* was supplied with four fine life boats, but the sea was running so high that the passengers were compelled to get into the boats from the off-shore side of the steamer. The waves, in coming from the ocean, broke on the ledge, which furnished a sea as far as the shore, where the water was comparatively calm. In putting the passengers on shore, the boats went round the ledge and landed their loads under the sea in safety. The women and children were taken off first, and by 8 o'clock, Saturday morning, the passengers were all on the shore, and subsequently all the baggage.

At this time, the steamer was found to be bilged, the water covering the lower cabin, rendering useless all attempts to secure anything further from this part of the vessel. The vault containing several thousand dollars in specie was below this, together with all the ship's plate, valued at several thousand dollars. The private letters, books, &c., were all lost. In fact, the steamer is a total loss, with all that was in her, except, as we have said, the baggage, a few mattresses, a tent, a lantern, and one or two other small articles.

No one seems to blame anybody on board the boat. The loss to the Company will not fall much short of \$200,000, she having had some \$80,000 expended on her in repairing. No insurance.

The Mines.

Miners are doing well in the Gold Hill, Humboldt Flats and Yankee Jims. At Spanish Flat, four men took out \$912 in one day. Quartz mining near Auburn is prospering. At the Hill diggings near Auburn, one of the tunnel companies took out on Wednesday, fourteen ounces and \$12—four men working. Rich and extensive diggings have been discovered on Pitt river, about thirty miles from that place.

Extensive arrangements are making this season on the South Fork of the American river, for an early commencement at mining.

The miners at Missouri Bar are making preparations to turn the river a fourth time. Last year it proved very rich.

Mr. ALLEN DODD, who packs his dirt more than a mile to water, found in his diggings, about a mile from Placerville, a piece of pure gold weighing 14 lbs., 2 oz., 11 pwts. and 4 grains. He averages \$12 per day.

Three men took out \$71 35 from their claims in one day, at White Rock. They realize at Middletown from \$10 to \$12 a day. At Smith's Ranch they average \$3 to \$10 a day. Nigger Hill is literally alive with diggers. Prospects of the most flattering character have been obtained, and the belief is universal that Nigger Hill will surpass all other localities in richness and extent of its mining wealth. Extensive diggings have been struck within five miles of Waverlyville, near the source of the Sacramento River, which were creating great excitement, and hundreds of miners from the regions surrounding were flocking thither to stake off claims.

Gambling is rapidly on the decline in Placerville. Many of those formerly engaged as "sporting gentlemen," have been compelled to use the pick and shovel for a livelihood.

Mining is busily progressing around Sonora. We have not heard lately of any extraordinary strikes having been made, but all are busy at work, and making decent wages. There is a great deal of digging going on within the immediate city limits, and some rich spots, never ransacked, will be thoroughly explored this Summer. A great number of lots in the principal streets are being dug by the owners, and in most instances with great success. We understand that a Company has been formed, with a charter from the City Government, to tunnel through the whole length of North Washington-street, from Holden's Garden to Sonora Creek. This will be a great enterprise, and will thoroughly determine the worth of the ground for mining purposes upon which Sonora is built, without obstructing the thoroughfare, which would be ruinous to the citizens.

In Sierra County, Sears' Diggings is getting famous.

On the west side of Slate Creek, opposite Pine Grove, from which it is two and a half miles distant, the Girard Company recently took out a lump of pure gold weighing 32 ounces, worth \$534, and are making from \$10 to \$30 to each man, per day. These are Cayo's diggings, and are very extensive. Capt. WINCHESTER and three other men took out \$2,500 in one day. Mr. HOOD's Company, operating in the same neighborhood, are making from \$10 to \$30 per day, per man. Mr. GARMAN, with a company of eight or ten men, is equally successful. He recently took out an eight ounce lump. Another company, known as the Burgart Company, is doing well. So, also, is the Eagle Bird Company. These last mentioned diggings are but a mile and a half from the celebrated Whisky diggings, are very extensive, and are capable of accommodating more than are now engaged in them. The Snub-Noses and Ohio Ratters, are said to be taking in the dust hand over fist.

Miscellaneous.

Col. J. A. COST, the Naval officer of San Francisco, died suddenly on the 14th. He was afflicted with a disease of the heart, which was the cause of his untimely end. He was in his usual health and spirits up to the very moment that he was stricken down by the hand of death.

The *Golden Gate* arrived out on the 15th, having made the trip from Panama in the unusually short time of 12 days 4 hours running time. She carried dates from New-York to March 22. The news has thus been taken through in 24 days, the shortest time on record.

WILLIAM BELL, aged 27 years, from Wisconsin, died yesterday at the State Marine Hospital from injuries received on board the steamer *Jenny Lind*.

A new weekly paper, devoted exclusively to the cause of total abstinence from ardent drinks, is just issued in San Francisco.

At a late and large meeting of the "Settlers" of Calaveras County, it was resolved, "that we will suspend our former political associations, and vote for no man for office who is not settler in fact, and in principle, regardless of party."

Gold coin, representing the value of one dollar and a half dollar, have recently been issued in San Francisco.

According to the provisions of a new bill, reappportioning the State into Senatorial and Assembly districts, the ratio of white inhabitants adopted to create a Senatorial district, is 6278; and for Assemblymen, 2,090. The whole number of white inhabitants is set down at 189,352. If the bill is adopted, the next Legislature will be composed of 30 Senators and 70 Representatives.

The annual report of the Superintendent of Public In-

struction represents that \$50,000 for common school will be in the Treasury on the 1st of January, 1854.

An effort is being made to regulate the adulterated currency of the State, by rejecting all denominations of coin except for the real value. At present the franc passes for a quarter, and the five franc for a dollar, as readily as our own coin, and in some cases even smaller denominations of silver aspire to an equality with the two bit pieces of the United States mint value.

It is settled that a new party shall be constituted in the State comprising disaffected fragments from all the factions that have heretofore ruled. Merely party feeling is nearly, if not quite, extinct in this State, though the leaders and papers of the spurious Democracy, improve every occasion to try to stimulate it into life.

The *Albion*, one of the most unrivalled of our magnificent clipper fleet, takes her departure this morning for the Sandwich Islands.

The clipper ships *Bald Eagle*, 107 days from New-York, *Flying Childers*, 112 days from Boston, *Albion*, 128 days from New-York, *Fleet Wind*, *Jacob Bell*, ship *Sydney*, *Living Age*, *Berlin*, *Townsend*, *Tam O'Shanter*, *Anna Kimball*, and bark *Storm*, were in the harbor unloading.