LATEST DATES.

New-York	Jan. 21	London	Jan. 3
Charleston	Jan. 24	Liverpool	Jan. 4
Philadelphia	Feb. 1	Paris	Jan. 3
Washington	Feb. 1	Havre	Jan. 4
Boston	Feb. 1	Bordeaux	Jan. 26
Charleston	Feb. 5	Savannah	Jan. 26
Savannah	Feb. 5	New-Orleans	Jan. 28
Houston	Feb. 5	Vera-Cruz	Jan. 20

DEPARTURE OF THE ATLANTIC STEAMERS

	FROM LIVERPOOL.	FROM BOSTON
Caledonia	Feb. 4	March 1
Britannia	April 1	April 1
Cambria	April 15	May 1
Hibernia	April 18	May 16
Caledonia	May 4	June 1
Acadia	May 18	June 16
Britannia	June 4	July 2

TRADE AND COMMERCE.

EXPORTS.

Liverpool—Per ship Glenview—2670 bales cotton, 24 casks grease, 15 packages.

Havana—Per barque Tenier—1000 bbls ap, 16 half do pork, 60 tierces lard, 710 bbls molasses.

New York—Per barque Chancellor—896 bbls flour, 15 do meal, 1000 bbls do pork, 100 bbls do beef, 1 tierce ham, 1910 kegs lard, 71 kegs, 47 casks, 29 bbls butter, 46 bbls whiskey, 23 bales cotton, 14 sacks feathers, 9 bbls castor oil, 1 do.

Cotton and a market—Per brig Caravan—191 hhds tobacco, 320 bales cotton.

Boston—Per brig Catharine—1246 bbls pork, 28 bbls, 120 half do, 737 kegs lard, 29 hhds tobacco.

Liverpool—Per ship Dumfriesshire—1546 bales cotton.

Philadelphia—Per barques Swan—150 hhds, 236 tierces, 197 bbls sugar, 60 hhds, 4 bbls molasses.

New York—Per barque Chancellor—496 hhds, tierces 1 bbls molasses; 10 hhds tobacco.

New York—Per ship Mississippi—242 bales cotton, 60 hhds tobacco, 174 do hams, 10,0 bbls pork, 300 bbls do lard, 101 do do butter, 110 kegs, 36 bbls beef, 50 bbls sugar, 200 bbls whiskey, 9 casks, 105 casks cloves, 49 bbls molasses, 64 do dockings, 39 do feathers, 1001 sacks wheat, 1198 bags rice, 1 bale furs.

Havre—Per ship L'Union—1120 bales cotton, 90 do sarsaparilla, 100 bbls tallow, 60 tons logwood.

New York—Per ship Pasha—1 hhd tobacco, 1 bbl molasses, 50 do beans, 50 do flour, 11 do meal.

Havana—Per schr Seminole—54 brls, 60 half do, 9200 hoops lard and candles.

Mobile—Per schr Hornet—253 brls whiskey, 32 do beef, 130 sacks corn, 300 do corn, 20 bbls pork.

IMPORTS.

New York—Per ship Arkansas—sea'd mdse.

Liverpool—Per ship Symetry—300 bags salt to Gardiner, Sagore & co.

New York—Per ship St. Mary—sea'd mdse.

RECEIPTS FROM THE INTERIOR.

Portsmouth—Per steamer Jean of Arc—84 hhds tobacco Hilton & Deake; 29 Norcross & Foedick; 14 do Worsely & Freeman; 84 do, 23 kegs lard, 2 do butter, 2 bbls pork, 16 do do, 26 kegs lard B Douglass; 31 half do pack yarn Hudden & Hall; 74 bbls and 3 casks lard W C Whitridge; 50 bbls meal, 20 do beans J de mez; Hutchinson & Woods; 10 half bbls butter S J Kellogg; 96 bbls of pork Clymer, Britton & Swift, 15 bbls eggs, 46 kegs butter, 7 do milk A D Gove; 146 bbls whiskey, 40 do lard Wolf Bros; lard A F Gray; 644 bbls pork T J Reid & son; 41 hhds tobacco R W Millinaux; 21 bedsteads T Adkins; 48 bbls whiskey 12 do pork, 20 do beans W Crane; 31 bbls do do beans, 100 brls pork A Maher; 14 bbls beef, 56 kegs lard Kelly & Cavanagan; 10 brls pork Curtis & Buddendorf.

Yazoo City—Per steamer North Alabama—619 bales cotton Dick, McLean & Hill; 273 Buckner, Stanton & co; 45 W Jackson & co; 137 Bailey, Beck & co; 75 Wadd, Moffett & co; 20 J Armour; 30 Duncan, McAlister & co; 24 Ringgold, Ferriday & co; 23 Ancrum & bro; 19 Ruff & Newman; 14 Payne & Harrison; 12 W Bogart & co; 10 Lockhart, Fearn & Deangan; 7 Mary Mitchell & co; 2 Keys & Roberts; 4, owners on board.

Bayou Sara—Per steamer Persian—100 bales cotton to Jenkins & Beasley; 30 do to Kerr & co; 25 do to Wm Burke, Watt & co; 25 A Rivards & co; 19 J B Barnes & co; 10 Andrews & bro; 19 J H Loverich & co; 10 Phipps; 10 Pitman & Henderson; 10 Barret & Lange; 10 Wm Burke; 7 M Dubose; 8 Taylor, Gardiner & co; 16 Smith & co; 8 Pollain, Bellocq & Degeiss; 7 Payne, Harrison & co; 6 Ruff & Newman; 5 Adams & Walsh; 4 Bennett; 4, sundry mdse owners on board.

Baton Rouge—Per steamer Guy Fell—97 bales cotton to Lane & bro; 97 A Rivards & co; 20 Kerr & co; 20 Wm Shaw & co; 18 A C Tremonlet; 17 F J Fay & co; 2 A G Blanchard; 1 N Benoit & co

Vermilionville—Per steamer Vermilion—184 bales cotton Follain, Bellocq & Degeiss; 16 P Reynaud, 31 C Tolcedano.

Cincinnati—Per steamer Ohio Valley—712 bbls pork 1 Bridge & co; 700 do, 706 kegs lard A K G H Willingham; 100 bbls pork Wheatley & Freeman, 44 do and 50 half do Gove; 200 bbls pork, 174 kegs lard master on board, 30 bbls, 2 kegs, 2 bbls mdse owner on board; 2 bales cotton Moses H Hunter.

Cincinnati—Per steamer Duke of Orleans—116 brls pork 50 do lard, 6 half do beef, 1 do oil Clymer, Britton & Swift; 1000 kegs lard Tefft & Hedges; 1 hhd tobacco, 1 do bacon, 1 bbl beauty, 12 do whiskey 1 Bridge & co; 25 do do Stanfield; 288 kegs lard Gove; 100 kegs lard Gove; 10 hhds tobacco Hilton & Deake; 10 half do do Fullerton; 42 brls whiskey 1 Bridge & co; 18 half do and 3 kegs lard, 2 bbls butter, 2 do flour, 61 brls whiskey and 1 do mdse owner on board.

Lafourche—Per steamer Columbia—18 hhds sugar, 97 hogsheads W Bogart & co; 15 do molasses 3 M'Kenzie & Hill; 29 brls do J B Leverich & co; 20 do Lane & co; 10 do P Reynard; 97 bales cotton F J Fay & co; 8 Bishop & Lindsay.

Pittsburgh—Per steamer Sarah Bladen—[illegible] Brown, Abercrombie & Dunn; [illegible] Kennedy; 20 do Wm B Lowry, Nicholson & co; 20 do Dickey, Lyon & co; 6 Forrest; Robinson & Co; 4 do Moore & sons; 4 Adams & Walsh; 31 Kings; 49 half do; 4 do Adams & Trotter & co; 23 Kennedy & co; 2 Bishop & Lindsay.

Pittsburgh—Per steamer Dunbar Valley—[illegible] bales cotton Dixon & Wagoner; 8 Pringle & co; 47 Kinn Daron & co; 7 Torrance; 7 Gowe & Crenshaw; [illegible] Brown, Abercrombie & Dunn; [illegible] Lyon & co; 2 Anderson & Hogan; 2 Kennedy & co; 2 Wagoner & co; 27 Nites, 6 half do; 10 do, 9 kegs lard Dickey, Lyon & co; 1 bbl do tallow Hogan & co; 1 do do Kennedy & co; 24 Fetting & Lowdon; 1 do do Adams & Walsh.

COMMERCE.

Per ship St. Mary—Mrs. Shafer & co; Hagans & Hallmann; A D Kind; Bridge, Kearney & co; Smith & co; Hagedorn & Cramer; Rogers, Thompson & co; G Gillespie; J Kaufman; Wm Stewart; C Dodge & co; J H Woodruff; W Spafford & co; J W Stanton & co; Madge & Watrous; W Alling; Valentine & Buckingham; Mole, Beville & co; T B Kerr; Wm Gray & co; Gray & Gray; Tobin & co; Harris & Kissling; Nat Hyde; Wm Bowen; A Hawthorne; Torrens, Hamilton & co; J Cowan; Ayres & Kelly; H Brown; Lay; [illegible] Tooele & Harrison; P Kennedy; Bennett & Kennedy & co; Willing, Hunt & co; R Robertson; Campbell; A Kelly; Williams & co; R Wilson; A W Jackson & co; Knowlington, Field & co; W Gray; Wm Patton; Murray, co; J Ross; Taylor & Williams.

For ship Arkansas—A Lanier & co; Hubbard, Hunting, Brand & Lowery; Bradley & Ty; Floyd; Brown & co; J A Sergeant; Bogart & Bruce; Williams & co; D W Bellen; A Cohen; Hanson; N Bloomingdale; Cox & co; Thorne; M Dunn; Dean; Pillow; E Thane; W Dunlap; Wm Reid; Franklin & Henderson; Wm L Fayles; Wm J Wade; Wm Smith; Cooper; Wm Gibson; Ryde & Goodrich; Hoffman & co; Pace; Rogers; Thompson; Bogart; Bogart; Wm Gibson; G B Hill; W H Hall; Wm Gibson; Wm Gibson; J Keeling; Lallas & co; Lanier & Jacquelin; Lally & co; G Tooele; G A Lewis; S Levy; A B Lasey; Montrass; Gillawell; D Mahrle & co; McKain & co; Wm Gibson; Mosher; Lewis & co; Meakings & Ketcham; B March & co; J Nicholson; Neelje & Speyer; H O Oldenhausen; Wm Gibson; J Paulman; Foss & co; A Pollard; J Bogart; Richards & Montgomery; J B Shaw & co; Stanford & co; J Lane; Wm Gibson; C Starkey; Bo, Scott; Stephen Stewart; Rickle & co; J Hoard; H Wadsworth; T Tulane & co; T McGrath; Tools & Barrier; Tyler & Jenks; Tyler & Hadden; W Vots; Valentine & Beddecke; J E Woodruff, Wiggin & Davenport; K & W Wilson; E Weil; C Yates jr; J W Zachariae & co; Gibson & co; P Rarkin; Wm Tyler; J Tufts; Wm Hobson; R Orchard; Stanton & co; Merle, Beville, & co; Taylor; Hart & co; H Weld; G Harrison; T C Twitchell; J F Cuma & co.

☞ Shippers by the barque AGNES GILMOUR, Capt. Martin Meakle will please clear their cotton, &c. at Custom-house to-day, as the vessel sails this evening.
f 14 WM MURE, 30 Camp st

☞ Messrs. Hoves, Owing & Gillespie, Blind Dean, P W Gartinger & Co, Archibald D Grief, David Jones, Joseph Nash, J Stewart, Jas Pasco, M Spafford & co, Jas H Williams, consignees per ship St. Mary from New York, are hereby notified that the goods ex ship are now in the order of G B Giffer 1 bbl, A Rodgers 1 trunk, Sapet; [illegible] 8 on 9 gr pipes, 8 half do and 3 pipes liquor, (1 Pomeroy 40 bales and boxes will please make Gilmer & co, 1 bale to order the discharging clerk on the Levee, or their goods will be stored at their expense and risk.
f 14 J W STANTON & Co.

☞ Ship ST. MARY, Captain Foster, is now discharging three tiers below the vegetable market. Consignees will please attend to the receipt of their goods.
f 12 G BEDFORD & BECK, 24 Customhouse st

☞ The big LITTLE ROCK Capt. Falon, from Charleston, is now discharging at the Transport Line. Consignees will please attend to the receipt of their goods.
f 12 G BEDFORD & BECK, 24 Customhouse st

☞ The consignees of three negroes to order and Mr. B. M. Campbell, consignee of slaves are requested to call on board brig LITTLE ROCK from Charleston and receive the same. G BEDFORD & BECK,
f 19 24 Customhouse st

☞ Neither the captain nor the consignees of the ship CLEMENTINE, from Bremen, are responsible for debts contracted by the crew of said vessel. f 11

☞ The ship CLEMENTINE, Gosselmann, master, from Bremen, having obtained a day's permit, the Consignee of her are requested to take out their permits in due time, else their goods shall be sent to the public stores, after the expiration of a day. f 12

☞ The ships GODEFFROY, H. Behn, master, and PRINCESS LOUISE, Redbertus, master, from Hamburg, having obtained a five days permit, the consignees of these vessels are requested to take out their permits and to attend to the receipt of the goods in due time, else they shall be sent to the public stores.
f 10 SCHMIDT & Co, 68 Bienville street.

☞ Neither the captain nor the consignees of the French ship PANURGE, Huguenot master, from Havre, will be responsible for debts contracted by the crew.
f 9 JOHN, DARON & Co.

☞ Consignees per ship PANURGE, Captain Huguenot, from Havre, will please take out their permits and take delivery of their goods. f 9 JOHN, DARON & Co.

ADVAICES.

☞ Liberal cash advance will be made on Sugar, Molasses, Coffee, Salt, Mackerel and other merchandize, consigned to Kennett, White & Co, Saint Louis.
LUTHER M KENNETT.

of the firm, may be found at the counting room of John R Shaw & Co, 24 Poydras st
f 1

EXCHANGE ON HAVANA—in sums to suit purchasers, for sale by J ROBERT & Co,
f 16 3 Magazine street.

DOUBLOONS for sale by
f 10 H HOLLANDER, 45 Camp st

EXCHANGE on Havana, at short sight, for sale by
f 16 F DE LIZARDI & Co, 39 Bienville st

EXCHANGE on Paris, for sale by
f 10 J ALBERT, 22 St Louis st

EXCHANGE—60 days on New York, for sale by
f 12 JOHN R SHAW & Co, 24 Poydras st

EXCHANGE on Havana, at short sight, for sale by
f 14 PRATS & HERNANDEZ, 27 Toulouse st

EXCHANGE on New York, for sale by
f 12 VAN WINKLE & Co, 30 Camp st

EXCHANGE on Havana, at short sight, for sale by
f 10/3 PRATS & HERNANDEZ, 27 Toulouse st

EXCHANGE on Paris by
f 6/12 BOUTIN, GALLY & Co, 79 Toulouse st

COTTON BAGGING, (German)—For sale by
f 11 MAGEOUN & CRAMER, 36 Royal st

JAVA COFFEE—300 bags in store, for sale by
f 11 O H MISSEGAES, 34 Old Levee

PORK—50 bbls in store and for sale by
f 14 M ASHBRIDGE, 97 Camp st

LARD—40 kegs in store and for sale by
f 11 J H ASHBRIDGE, 97 Camp st

BUTTER—4 kegs in store and for sale by
f 11 J H ASHBRIDGE, 97 Camp st

OATS—1000 bushels oats in store and for sale by
f 11 M A BORTIALLE, 77 Commerce st

BRANDY, Old and Superior, for sale by
f 11 ALEX GOW, 29 Bienville st

MADEIRA—4 bbls Dutch madeira in store, for sale by
f 11 O H MISSEGAES, 34 Old Levee

BLUE DRILLS—Sixteen heavy blue drills for sale by
f 11 FROST & Co, 8 Canal st

PORTER—Porter in store and for sale by
f 11 GEO GREEN & BROTHER, 63 Gravier st

COFFEE—Rio and St. Domingo, for sale by
f 10 GEO. GREEN & BRO, 63 Gravier st

NEW-ORLEANS BEE.

B. COLLITT, MAGNE & CO.
At No. 3 Chartres street.

CITY PAPER, PUBLISHED DAILY, per annum, in advance $10
COUNTRY PAPER, PUBLISHED TRI-WEEKLY, $10

"Tribuns compotent, and Public Justice certain."

FOR GOVERNOR
HENRY JOHNSON.

NEW-ORLEANS:
MONDAY MORNING, FEB'Y. 14, 1842.

THE BANK LAW.

We have received a number of communications upon the subject of the bank law—all of them predicting the most disastrous consequences, if some modification of it be not adopted before the adjournment of the Legislature. The controversy between the two houses has resulted in the complete triumph of the Senate; there exists no longer a feeling of hostility between them upon this matter, and a calm in legislation has succeeded propitious to a deliberate and patriotic review of the ground gone per.

Whilst the House bill and that of the Senate were yet in agitation, the members of each branch of the Legislature, exalted by a kind of *amour propre*, which invaded even the sanctity of religion, were, perhaps, impelled beyond what, under other circumstances, would have been approved by themselves. The Senate seemed to regard any amendment of the House as an assault upon its bill, and *vice versa*. In this temper of our law givers, for a long time it was thought that no bill would be passed; until the House at last yielded, and by a vote clearly against the better judgment of a majority of that branch, came into the views of the Senate. The controversy resolved itself into the question "whether the bill before them was better than no bill," and it passed—several members reiterating their objections to it, before voting in the affirmative.

Now that the Senate has secured its bill, that it is a law, and can not be repealed, should not that branch of the Legislature consent to such modifications of it, as wisdom may suggest? The members ought to bear in mind that the House yielded them in passing the bill, now a law, much more than they will be asked to yield in their turn, and the good will and understanding that ought to subsist between the two Houses, might readily induce the triumphant party to abate something of the victory won by the concessions of their adversaries.

Pending the discussion of the bank bill, may not the Senate have been carried away by the excitement of the controversy, more than the members are aware of? Was not the passage of *some bill* more thought of than the adoption of the *best bill*? And upon calm reflection, if they are convinced or fear that their triumph over the House involves a triumph over the prosperity of the State, will they not retrace their steps far enough to mitigate evils which are obvious and may be remedied?

In this juncture, the most satisfactory mode of arriving at the precise manner of amending the law, would be, perhaps, for the Board of Currency to take into consideration the condition of the Banks, the wants of the mercantile and agricultural interests, and suggest such modifications of the bill as will enable those of the banks that are clearly solvent to work under it, and keep alive a circulation and confidence that will enable such merchants as have done a healthy and legitimate business to weather the gathering storm. The conservatism of existing measures must be the ruin of all alike; there will be no distinction between the man who has done a cautious business and the reckless speculator—all will be involved in one widespread desolation. And let not the one or two banks which may accept this bill (and for whose benefit we have heard it said, wrongfully we hope, it was framed) imagine that they will survive a blow that will strike down the other institutions of the city. The relations of society, the mutual dependencies of the various interests of the State, and the intimate connection between the operations of business, forbid the idea that one portion of the community can be seriously damaged without endangering all. The weaker will go first, the stronger will follow and the strongest will bring up the rear.

To the Banks we have places you in a position of great responsibility—in which you may be the ministering angel of great blessings or the executor of a legacy of woe. The personal character and individual worth that designated you as the occupants of the important posts to which you have been appointed, are a guarantee of the honesty of the purpose which will dictate your action. Look around you and behold the consternation visible in every countenance. Behold the worn and care furrowed aspect of men who have sustained an irreproachable name, and who in the conduct of a regular business may be wrecked upon a rock known suddenly in the channels of trade—Contemplate the withdrawal of facilities at the very period when the staunchest houses, from the nature of commerce, require them. Consider these things in a liberal and enlightened spirit, and by before the authorities the result of your reflections that good may come of them. Already have a number of houses been prostrated, and rumor with her thousand tongues, is busy with the reputation of others. Step into the breach and ruin—and do it with cautious speed, in a way to secure all the interests contemplated to be subserved by the law. For, be assured the policy that prostrates one of the leading interests of society, will shake the others to their foundation.

☞ Mr. Meeney, the Irish repeal delegate from New York, has arrived in this city. The object of his visit, we have been informed, is the question of a repeal of the legislative union between England and Ireland.—*Picayune.*

The agitation of this question properly belongs to the people of Great Britain, and not to their descendants in the United States. We are continually and justly exhibiting our sensitiveness at the efforts made by Great Britain to agitate in this country questions of domestic policy which concern us alone; but it strikes us that if we wish to act consistently, we should equally discourage and repress the attempt of individuals among us to interfere in the government and administration of Great Britain. When we wax indignation at the arrogant intermeddling of British emissaries in the South, they will, unless we are more scrupulous, point to our agitation of the repeal of the Irish Union, as an example of officiousness, which they only imitate.

The Naiad Queen is certainly got up with extraordinary splendor, at the American. Our readers may be assured that this is no catch-penny, no humbug brought out to pick in a credulous public. The scenery, dresses and decorations are exceedingly beautiful, tasteful and magnificent. The whole of it is new, and executed on a scale of splendor we have rarely seen equalled. The piece is destined to have a successful run. Every one should see it, if they wish to witness the surprising and delightful effects of skilful scenic arrangement.

THE CONCERT.

This evening at the St. Louis Ball promises to be a brilliant affair in the way of musical attraction. We are to have one of Gabicki's, by the German Glee Clubs; set to music by Gabicki; a solo by Gabicki on the violin; a splendid composition of Romberg, and the magnificent orchestra of the Orleans Theatre. We have formed an incorrect estimate of public taste if the concert room is not thronged on the occasion.

☞ The *Duke of Orleans* is the name of a new steamer which reached the Levee yesterday evening. She is decidedly one of the most magnificent boat on the western waters. Her cabin is spacious and fitted up in so superior and costly a style, that she will necessarily form a great attraction to passengers visiting the western cities. Captain Brand is a worthy commander of this fleating palace, to whom we are greatly indebted for late Louisville and Cincinnati papers.

The following are the comments of the Mobile *Advertiser* upon the vetoing by which a whig Legislature bestowed the state printing on a locofoco journal. We copy them for the purpose of showing that the editor has a correct estimation of the manner in which the locofocos retain and the whigs forfeit their ascendancy. In so doing we take occasion to express our grateful sense of the high economy which the *Advertiser* has pronounced upon us, as well as of the unknown kindness we have experienced from that sheet, while we disclaim the exalted attributes for which it gives us credit.

Louisiana State Printer.—The *Whig* Legislature of Louisiana have elected *J. C. St. Romes, Loco*, of the Courier, State printer for the ensuing year, over our *Whig* friends 70, and the Native American 2. Three *Whigs* voted for the Loco-foco. That is strange, and we think a *disgraceful* result, for it smacks too much of *Tyleryism*. If there is a paper in the country richly deserving the confidence and favor of the Whig party it is the New-Orleans Bee. Strange indeed, there should be *three* members calling themselves Whigs, who would vote for a Loco-foco printer in preference to one who has always been the bold, independent, able and uncompromising advocate of *Whig* principles. One thing is certain—such political suicide was never committed by the Locos.—*We know that it is not by choice, they desecrate. They always remember their friends.*

☞ We understand that the indefatigable exertions of the police have resulted in ferreting out the haunts and hiding places of the nest of house breakers and repeaters who have so long infested our City. Two or three days since, a large quantity of stolen goods was found in a miserable hovel on the opposite side of the river. The goods have been identified as the property of a lady who was robbed about ten days ago. The investigation is going on, and we doubt not, the scoundrels will be soon caught and the whole of their ill gotten spoils recovered.

T. D. Rice.—The unrivalled representative of Ethiopian folly, fun and originality has arrived in town, and will, we presume, fulfill an engagement at one of the theatres.

Dr Pitman.—The trial of this individual for sitting out the *Independence* as a piratical vessel, has begun at the District Court and will be continued to-day.

☞ The Whigs of Carroll, Madison and Concordia have nominated Buchner H. Payne and Dr. Conway R. Nutt, for representatives in the next Legislature. Good men and true both.

☞ We are indebted to the polite attention of the clerk of the steamer *Valley Forge* for late Nashville papers.

The Tennessee Legislature adjourned on the 7th inst. without having accomplished the great objects of the session, viz: districting the State and electing U. S. Senators.

A resolution condemnatory of repudiation has passed both houses of the Tennessee Legislature by large majorities. Eighteen Locos rendered their votes against the resolution and in favor of *repudiation!*

☞ We copy from yesterday's *Picayune*, the particulars of the mutiny on board the Texan schooner of war San Antonio.

THE MURDER AND MUTINY.

We have received the following particulars of the mutiny on board the Texan schooner of war San Antonio. The men had by some means procured liquor, and were nearly all drunk in a state of intoxication, early on the evening of the 11th. They were observed by the officers to be holding a consultation on the forecastle, which circumstance induced them to prepare for an emergency, not suspecting, however, that a mutiny was intended, but believing that some of them might attempt to desert.

Some time after, Acting Master M. B. Dempster, being then in charge of the deck, the Sergeant of Marines came aft with a file of men, and said that he wanted to give him parole. Dearborn replied it was not in his power to give him parole, but if he wanted to report any officer or officers, he would do so, and advised him to wait till the officer of the deck should be relieved, when he did doubt but that every thing would be satisfactorily arranged. The sergeant was not satisfied, but continued urging the point, when Lieut. Fuller, who was in the wardroom of the vessel, came on deck, and enquired the cause of the disturbance, and ordered them all aft to the quarter deck, and heard each one detail their complaint. They stated that they wished to go on shore and would go on shore, and told them to state their complaint. They stated that they wished to go on shore and would go on shore. Lieut. Fuller ordered the Sergeant of Marines to arm the Marine Guard, which was immediately done, and they were ranged on the starboard side of the quarter deck, the sergeant armed himself with a Colt's pistol and a tomahawk, and, in all probability then furnished the crew with arms.

The sergeant then came up to Lieut. Fuller, under the pretext of reporting the guard under arms, raised the tomahawk, and struck at Lieut. Fuller, but missed his blow. Lieut. Fuller ran at him, and in the act of raising it was shot by the sergeant and killed instantly, the ball passing through his right arm near the shoulder, and lodging in his breast. The sergeant then ran to the deck was beaten with muskets and cutlasses, the officers standing round him and endeavoring to wrest the pistol from his hand. While engaged in this, Midshipman Allen and Oddi were wounded, the former by a ball through his foot, and the latter by a ball through his thigh.

The mutineers, after committing this murderous act, seemed satisfied, and told the survivors to go aft; if they did so, they would not be killed—two of the mutineers, at the same time, seizing them and pushing them aft, and down into the cabin, secuting the doors. They then, in concert, armed themselves, lowered the boats, and nine of them crossed the river in one of them, and the remainder landed at Algiers, in the other. Capt. Day, of the revenue cutter Jackson, having heard the noise and the report of pistols, manned and armed his boats, and pulled towards the San Antonio—the officers in the cabin hearing the noise of oars, came on deck and hailed him and requested assistance, which was promptly rendered. Much credit is due to this gentleman, and the officers and crew of the Jackson.

Mr. Monroe the Mayor, with his usual energy, assisted by an efficient police, has succeeded in arresting six of the mutineers, and there is no doubt but the remainder will soon be brought to justice.

The following is a list of those taken:—Seymour Oswald, mate; Jacob Jones, seaman; William Wilson, ordinary seaman; Thomas D. Sheppard, sail-maker's mate; Ed. Keener, Benjamin Pompsly, and Ed. Williams.

The remains of Lieut. Fuller, which were interred, yesterday afternoon, in the Protestant cemetery by his brother officers of the cutter Jackson, and his particular friends.

W. I. ROYAL MAIL STEAM PACKET LINE.

The following explanation of the disappointment which have been experienced in the arrival and departure of the Forth and Bolivar Steamers, has been furnished us by a gentleman connected with the Company.

EXPLANATION.

The ship Forth—This ship arrived at the Balize on the 19th January. Captain Fayrer reports having sent the following "look out" on the 4th February, off the Balize, and should there be any passengers for Tampico and Vera Cruz, he (Mr. Bonner) would be ready to receive them after coaling, on his arrival at Havana, with the mail, calling at Nassau, and either at New York or Bermuda, probably the former place. It may induce passengers to go Via Havana, as well as those wishing to visit Havana. If you really think it would be beneficial to the service, I would come up, and return with the passengers. (If this information be required.)

A letter was accordingly written to Captain Fayrer, at Havana, which he received, and of which the following is an extract:

"Public notice has been given of your intention to be off the Bar, on the 3d, and that a boat would be sent off on the 4th, to convey passengers and the mail to your ship; but being convinced that the service would be much benefited by your remaining, I have thought proper to give notice, so as to announce that you may be expected here on the 4th, to return with your passengers on that evening, or on the 5th, as you may think fit. Perhaps it is unnecessary to understand therefore, that as you have offered to come up shall we think it advisable; we take you at your word, and shall wait patiently for a boat down to-morrow. We are engaged to go on the other side, on the 5th. We were obliged to do this, that you may know that in case you should not be expected, and that the mail may be no mistake or unnecessary delay.

The steamer Octavio was accordingly engaged, the passengers and mail were ready to go down, and the Octavio returned to port, the passengers expressing disappointment at being baffled by the 5th fog.

The Bolivar arrived off the bar on the 4th, at 8 o'clock P. M.—and left for Tampico and Vera Cruz, before daylight the next morning, say at half past 4 o'clock. A. M. of the 5th.

Captain Fayrer, in a letter to the agents here, acknowledges receipt of the mail, and says "the receipt of a Mail Officer, knocks in the head all chance of his having the pleasure of paying my respects to the Tampico, Vera Cruz, and the Havana Mail, which I hope will be delivered to the Tampico, we are off for Tampico and Vera Cruz." Again in allusion to "no passengers" he says "I hope you will not think it one more fault, I do not meet their views—So much for the Forth.

The Bolivar. The disappointment with respect to the Forth, was in a great degree remedied by the officers received from Captain Fayrer, in regard to the Bolivar, just regularly the Bolivar was expected, I offered to have a ship would reach Tampico as soon as if they had been sent by the Forth; for which the mail bags were given, and Mr. Bonner, R. B. Lee, Esq. and myself, waited on Captain Britton, and the evening of the 1st, the "Tayloe" was ready to receive the passengers, and the mail, and sailed with the tide, at 2 o'clock, P. M. of the 2d, and the passengers and mail were in Tampico in 36 hours, and the passengers account not be accommodated at the Boliva, and the passengers they had been returned to the Tayloe, and the passengers for Tampico remained until the Bolivar arrived. The mail is in charge of W. Rose, an U. S. Government officer of the Bolivar, and will be forwarded to Tampico, on the first ship of the Company that may come to the bar.

The foregoing statement is made in justice to the company, to captain Fayrer and the agents here, who have done their best to have the business transacted with the utmost promptness.

As regards the Bolivar, we have arrived on the day appointed, and not even being in sight, *steamers* some odd hours after, we in the first land, and the passengers and mail yet be given. There is every reason to believe however, that she has experienced exceedingly bad weather in the Gulf, coming up, and the Forth, which left Havana, on the 4th,