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LATEST NEWS!

Late from the Squadron!

TAMPICO TAKEN WITHOUT FIRING A GUN.

We are indebted to the New Orleans Commercial Times, Picayune and Delta for extras, containing the important intelligence that our squadron have taken Tampico without firing a gun. Com. Perry arrived off the Balize in the U. S. steamer Mississippi, on the 20th inst., and came up to New Orleans the next day, and communicated to the press of that city the fact of the complete success of the expedition. The Commercial Times says:

The squadron arrived off Tampico on the 14th instant, and immediately took possession of the city without striking a blow. It may be remembered that in our statement of Mexican news, given some days since, we mentioned that Santa Anna intended issuing orders to the garrison at Tampico to abandon the place and remove their artillery, calculating that in the event of its being taken a strong force would be required to garrison it, and that the American army would be proportionately weakened. In conformity to these views, orders were issued to the military commander to leave the town, and, when captured by the squadron, it was found destitute of soldiers, ordnance, and ammunition. The garrison had evacuated the place, and taken up the line of march for San Luis Potosi.

Com. Connor landed about 150 sailors and marines, and with them entered the town and quartered his men in the citadel. There they remained at the last advices, a small flotilla being stationed in the harbor to guard the approach to the city. There is little danger of any attempt at its re-capture from without. But 150 men constitute an insufficient force to insure tranquility and obedience within. It becomes necessary to strengthen the garrison; and this, we understand, is the principal motive which brings Com. Perry to our city. He is desirous of reinforcing the small detachment left in Tampico, by an additional supply of troops. We trust he may fully successful in accomplishing his views. We learn that Com. P. considers the possession of Tampico important to the United States in many respects, and is therefore extremely anxious to throw into that town a fort sufficient to bid defiance at once to disaffection within, or assaults without, its walls.

The steamer Mississippi touched at the mouth of the Brazos for the purpose of informing Gen. Patterson that Tampico had been captured, and of notifying him that a reinforcement would be required from the troops stationed at Point Isabel.

Com. Perry will leave to-day, and rejoin his squadron. We hope that the capture of Tampico, bloodless though it be, may be the first of a series of exploits that will re-establish our gallant Navy in the entire confidence of the people. The officers of the gulf squadron are only panting for a chance to distinguish themselves. We predict they will not long remain without an opportunity of gathering fresh laurels.

Tampico contains about 4,000 inhabitants, but there are two towns adjacent, almost connected with it, called Pueblo Vieja and Altamira, which considerably increase the population on that part of the coast of Mexico. Com. Perry tells us that he was scarcely before Tampico half an hour, when he was despatched away on the mission, which he has so soon consummated. On the summons to surrender the town being made, a deputation composed of the authorities and principal citizens waited on Com. Connor and intimated their readiness to comply. Commissioners were then appointed, and the usual stipulations being made and accorded, regarding the due protection to life and property, used among civilized nations, the stars and stripes soon floated over this bloodless conquest.

The Union publishes a brief official letter from Com. Connor, dated "off Tampico," Nov. 14, in which he says:

On my arrival at the city, I was met by a deputation from the citizens, offering the surrender of the place on condition that their laws, institutions, and property should be respected.

I will hold the place as long as possible; its importance requires that a garrison of five or six hundred men should be sent to occupy it as speedily as possible. To obtain this object, I have despatched Com. Perry to Matamoras, to make arrangements with Gen. Patterson to have a force here without delay.

The Picayune states that Gov. Johnson, of Louisiana, immediately on the arrival of the Mississippi, proffered for the use of the United States, six 6 pound and three 9 pound brass pieces, together with 100 rounds of ball for each gun, and 50 rounds of grape shot. These guns are ready to go on board ship—have been accepted, and will be immediately despatched to Tampico. This is a commendable act of the executive of Louisiana.

INTERESTING FROM MEXICO.

Tone of the Mexican Journals—Thirty Thousand Troops at San Louis—Mexican Officers charged with Cowardice by Santa Anna—Efforts to carry on the War—Santa Anna serving gratuitously—Movements in California, &c.

The New Orleans Picayune has received Vera Cruz journals to the 8th inst. being eight days later than previous advices, and containing a variety of highly interesting intelligence.—The Picayune gives the subjoined summary:

We miss the papers of the 1st inst, which contained Santa Anna's address from San Luis, in which he endavors to heal the dissentions of parties in the capitol, and renounces forever for himself political office. Judging from the tone of the papers, this will not do. Parties are so embittered against each other that he only can stay their excesses and unite the country. All appeal to him, especially the extreme federalists, to assume power. In the end he will be constrained to do so, or civil war ensue. The tone of the Mexican papers is as embittered against us as ever. Nothing is talked of in the Provinces but the war; and in the capitol, but the war and the political divisions. But let us first bring up the news as to the expedition of Tabasco.

When Com. Perry left the anchorage near Vera Cruz for Tabasco, the Mexicans supposed that Alvardo was again to be attacked. It was only some days after that they learned his real destination. Their first accounts of the result were published on the 2d inst. They treat it as a wanton predatory expedition, prompted only by the defenceless state of Tabasco, and they taunt us with our two repulses from Alvarado, and defy us to renew the attempt.

The Indicator of the 2d inst., says, that the evening previous, they we insulted by an American merchant vessel, which passed the city for Sacrificios, so close in that she might readily have been seized by boats and launches from the port, the blockading ship being at quite a distance at the time. The blame is thrown upon the government for not providing money and other resources to improve such opportunities.

The Indicador says that the Captain General at Vera Cruz received despatches on the 5th instant, covering another from the Secretary of State of the United States to the Mexican Secretary of Foreign Affairs. The purport was unknown to the editor, but he presumes it to be another proposal on our part for peace—Mr Polk presuming that the fall of Monterey will dispose the Mexicans to submission.

Government received despatches on the 1st inst. from Santa Anna with a statement of what measures for defence he had taken, and expressing a hope that he should be able to repair the honor of the nation. Santa Anna also wrote that Gen. Taylor had received from Washington a million of dollars, and reinforcements which carried the number of his troops to 21,000.

The Monitor says that Gen Taylor had contracted for 25,000 sacks of corn at $5 a sack. A Mexican to whom the contract was tendered had refused to execute it. So says the Monitor.

The poor courier shot by Ampudia was the one on whom they found Mr. Marcy's letter of Sept. 2d to Gen. Taylor. Thus it appears that he was not faithful.

A paper of the 22d of October from Durango, says that Gen. Canales had had a fight with a party of volunteers, killing fifty of them and taken fourteen wagons. Encouraged by his example, the Durango paper says the whole country was in insurrection. Canales pretended that he did not know of the capitulation, not having signed it; and besides, it did not, he contended, extend to volunteers. These volunteers had been sent away by Gen. Taylor, as some said, because their term of service had expired; others said they were in pursuit of Canales; and yet others, that they were on their way to Tampico It was also reported that "they were terrified by the manner in which the Mexicans fought at Monterey."

The papers still complain of the excesses committed by the Americans at Monterey.—Families continued to leave for Saltillo, and from the neighborhood of the latter city, even, they were going south to escape the visitation of our troops

A letter written from San Luis Potosi on the 28th of October says there were then 18,000 troops there, and that in fifteen days more there would probably be 30,000. There was no room for people in the city and provisions were excessively scarce.

Gen. Santa Anna had ordered a number of officers to leave their commands in the army and repair to the village of Pozos for trial on the charge of cowardice at Monterey. The list includes Gens. Jaurequi and Ramirez; Cols. Carrasco and Encisco; Lieut. Cols. Castro and Fernandez; Commandants of Squadrons, Bena Landeros and Ramirez, and First Adjutant Mariano Huerta, of the battalion of San Luis

We have a long despatch from Almonte giving directions for the execution of a decree of Salas, commanding people in possession of arms to bring them in for the use of the Government, to be appraised, &c. We have no time for the details, but the Government shows itself in earnest in bringing out all the *material* in the country.

A report having obtained circulation that strangers were to be exempted from the payment of contributions for the war, it is indignantly contradicted. Government has not yet made up its mind on this subject.

Gen. Santa Anna has declined to receive pay for his services.

The Government of the State of San Luis Potosi has passed a decree expelling from its limits every Anglo-American living there, giving them three days, counting from the 21st of October, to take their departure.

We have the address of Gen. Valencia to the inhabitants of Guanajuato, dated the 30th of October, as he was to march to join Santa Anna. That State is said to have raised 6000 troops, in every way perfectly equipped, and to have contributed most liberally to the war. His address thanks them in the most glowing terms. In bidding them farewell he charges them to prepare "victorious wreaths" with which to bind the brows of the soldiers whom he will soon bring back to them. Gen. Salas is issuing decree after decree, urging the payment of assessments and contributions for the war. Some of the more recent of his financial projects he has been compelled to reconsider thus early, finding the wants of the Government too pressing for any new financial system.

The division of troops which defended Guadalajara against Paredes left that city on the 11th of October for San Louis Potosi.

The election of Deputies to the Constituent Congress took place on the 15th inst, in the digerent States. We have the result in many of them, but the reader would not be interested in an array to Mexican names. Senor Rejon has been returned, but a protest was at once made against his election on the ground of his lacking legal qualifications.—Old Herrera was elected at Jalapa by acclamation. The Government professes to have taken no part in these elections, but the Governor of the district of Mexico sent an armed force to Toluca to prevent a suspected design of overawing the electors.

We find in the papers a letter from Chihuahua dated the 10th Oct, from which it appears that Gov Frias at last learned of the advance of an army of North Americans.—The Mexican spies set down the number at 2,000, perhaps more, with one, or perhaps two pieces of cannon. The officer who makes the report to Gov. Frias infers that they are North Americans, or at least under the command of North American officers, from the order in which they march, their mode of encampment, stationing piquets and the like. They were seen in the vicinity of San Carlos, and it was supposed were about to fall upon Ramada or Gonquilla. This last town is laid down on the best maps which we have as being nearly south of Chihuahua and a little east of the main road to the south. We infer from this that the Mexicans have discovered the advance of Gen. Wool's command.

In regard to Chihuahua, we believe we have before said that Gen. Reyes had been ordered thither, and a thousand muskets granted for the defence of the people. Since then both the General and the guns have been countermanded. Why this was done, no one appears to know, but we suspect Santa Anna knew full well that to send a thousand muskets there was but to throw them into Gen. Wool's way. A strong appeal is made to Santa Anna not to abandon Chihuahua.

A large number of Indians, said to reach 2,000, had passed from Chihuahua into Durango, and it was feared they would enter Zacatecas. Five hundred mounted troops left Zacatecas on the 22d October, to repel them, and Gen. Reyes was to leave on the 1st November and march against them, in order to restore confidence to the affrighted people. We have some accounts in detail of the ravages committed by the Indians, but have not room for them.

Advices from Mazatlan to the 11th of October have been received in Mexico. An English vessel had arrived there, having touched at the various ports of both Californias.—It reports that the American possession of the country is not peaceful; that the greater part of the people ["would that we could say all," says the editor,] are disgusted; several times insurrections had been attempted, and with a little support they would be successful.

In Los Angeles there was in September an insurrection against the Americans. The insurgents fortified themselves in a house, but were attacked by the Yankees, and in leaving it an action took place, in which the chief of the insurgents and several others were killed, and many were wounded

The Squadron of Occupation was much weakened, having so many ports to blockade, and so few men who could be spared to disembark. It followed that different points were but slightly guarded—some by only eight or ten men.

The French Consul at Monterey, Mr. Gasquet, having been put under arrest for having protested against the occupation of California, remained still under *surveillance*. An English vessel had accordingly proceeded to the Marquesas to communicate the news. We shall see, adds the Mexican, how these audacious Yankees will get out of this new difficulty, in which they are involved by their own excesses.

A sloop of war of the enemy had arrived at Guaymas, with a view to take possession of that port (in Sinaloa on the Gulf of California;) but the captain of the port, named Spenser, with two or three guns and the volunteers which he collected, fired upon the vessel and compelled her to retire. Some of the crew were killed and many wounded, but the number is not given. Such is one Mexican account; another sets down our loss at twenty-five killed and wounded.

Since writing the above, we have found another account of this affair. It is to the effect that the United States sloop of war Cyane arrived at Guaymas and sent four boats, carrying 80 men, to seize the brig Caudoc, which was anchored in the bay. The brig having notice of the intention, prepared to give a warm reception to the expedition, and with one piece of artillery mounted on a favorable point, and with two gun boats, opened a vigorous fire upon the North Americans and compelled them to retire to the Cyane, which was all the while bombarding the town, but without doing much harm. The news was communicated by the captain of the English brig Frolic, who learned the particulars from the officers of the Cyane. He reported that the Cyane had more than 20 wounded.

At Mazatlan there was, on the 18th October, but one of our vessels of war, but the inhabitants were expecting strong reinforcements bringing 2,500 men with which to land. Business men were accordingly moving out their property.

[Regular Correspondence of the Baltimore Clipper.]

FROM THE GULF SQUADRON.

The affair at Tabasco—Death of Lieut. Morris—The destruction of life among the Mexicans—Narrow Escape of Com. Perry—Bravery of the Sailors—Abundance of Coal captured at Tabasco, &c., &c.

U. S. FRIGATE POTOMAC,
Off Anton Lizardo, Nov. 5, 1846.

Dear Sirs.—I have the pleasure of announcing my arrival again at this place after an absence of over two months, and after a passage of thirteen days from the delectable city of Pensacola. We arrived here this afternoon and found the balance of the Squadron lying at their usual anchorage.

We have now two Commodores here, one acting as *Vice Admiral*, and the other as *Chief*—Connor having his broad *blue* flying on board the Cumberland, and Perry his broad *red* on board the steamer Mississippi. Since we left, and indeed quite lately, the Squadron have been actively employed, and captured off the mouth of the Tabasco river a number of small craft which are anchored off this place, within gun reach of the frigates with prize masters on board. Among them are *two* steamers, *three* or *four* brigs, and a *dozen* schooners. They also captured an *American* barque, and a brig while in the act of landing gun-powder and fire-arms to the Mexicans.

The flag-lieutenant, Mr. Morris, was mortally wounded and died four days afterwards. He was a married man, and left a widow and two children. Poor fellow! I saw him the day that we sailed for Pensacola, and shook hands with him in bidding him a friendly adieu; little did I think it would be a final one.

At Tabasco, about two hundred miles from Vera Cruz, they bombarded the town and nearly demolished it with shels, carrying death and destruction with them. The inhuman soldierly in the place, in order to protect themselves would not allow the women and children to leave their houses, but *put them to the Sword as they attempted to escape!* The consequence was, that after a great part of the town was demolished, and many women and children killed, the citizens begged for the sake of their wives and children to spare the town, which was done.

I heard to-day of one or two of the most lamentable instances of the above. A man had his only daughter, about 18 years of age, cut in two by a 24 pound shot, and after putting the mutilated remains of her body on the bed, he rushed down to the beach covered with blood, begging our men to stop firing. In another instance, a whole family were sitting at table, when a shell fell among them, killing the ladies at the table and three female servants in the room. These are only a few of the many—many instances, of the slaughter which was thus waged by the Mexicans themselves against their women, in order to make the citizens capitulate.

The Mexicans are, however, determed to carry on the war, and fight with courage and coolness. The old Commodore, (Perry,) came very near being killed by receiving the fire of one of the batteries, as a shot passed close under him, tearing up the deck, and wounding his servant who was standing at his side.

It is really gratifying to observe the cool and determined courage which our officers and men have displayed. *Sixteen* of the frigate Raritan's men held at bay 200 of the Mexicans, until they were reinforced.

Dr. Minor was laying in the hurricane deck fast asleep, while the balls from the musketry were actually flying in myriads around him—he said he would rather run the risk of being hit by them, than be bitten by the mosquitoes! We have much before us to do, and all that is wanting, is time and opportunity. We have an abundance of coal on one of the little islands near us, which was captured at Tabasco, and brought up, which thus saves the steamers the time and cost of going to Pensacola and back again, and at the same time keeps them always ready for service. We shall propably attack the town of Tampico next week, and then Alvarado—the latter will be bought dearly, as they have 2500 men, and two batteries planted so as to cover the bar; consequently, if all goes well, my next letter will either tell of capture or victory, and no doubt will give you some stirring news.

I will write you at every opportunity, so that the columns of the "Clipper" may be well freighted with the news of all that is stirring in the Gulf Yours, &c. H.

TERRIBLE CALAMITY!

WRECK OF THE ATLANTIC!

LOSS OF FORTY LIVES!

The New York papers of Saturday record a terrible disaster on the Sound. The beautiful steamer Atlantic, Capt. Dustan, left Allyn's Point, for New York at 11 o'clock on Wednesday night, with an unusually small number of passengers, (mostly from Boston,) which with the officers and crew numbered about 80, and in the gale on Thursday was driven ashore, nearly opposite New London, and on Friday morning went to pieces, about forty of her passengers and crew finding a watery grave, while those who escaped, had to endure intense suffering. The New York Herald, extra, gives the following particulars:

The Atlantic got well underway, and was manning along finely, when the steam chest exploded, and almost at the same moment the wind shifted from the north-east to the north-west, and blew almost a perfect hurricane.

The steamer was thrown into the midst of darkness and confusion, and the air resounded with the cries of the scalded. It was a frightful scene to behold. Capt. Dustan instantly called all hands to the fore deck, and ordered them to heave over the anchors, but it was found almost impossible for a man to stand on deck, in consequence of the violence of the gale, the sea continually making a breach over her bows. Owing to this, it took nearly an hour to get out the three anchors.

The steamer worked heavy, plunging her bows under at every lurch, and dragging her anchors. Between the time of anchoring and daylight, it is thought that she dragged about eleven miles. This was a terrible time to all on board.

The fires were all put out at daylight, on Thursday, and from that time to the period of going ashore, the passengers and crew suffered from the intense cold. The only means of keeping warm, was to wrap themselves in blankets, and walk briskly around the steamer.

All, at this time, began to look at their own personal safety. All put on life preservers that the ship was so plentifully supplied with, and prepared themselves for any emergency. The doors, shutters, settees, &c., &c., were detached and cut away, for rafts to drift ashore upon, whenever she should strike.

The gale increasing in violence, Capt. Dustan, who preserved his self-possession throughout the perilous time, ordered about forty tons of coal to be thrown overboard, in order to lighten the vessel.

About noon on Thursday, the smoke pipes, which were very large and heavy, were ordered to be thrown overboard. This was done, the Captain assisting, and the steamer was eased for a short time. There was less offered to the force of the wind.

The steamer continued to drift however, and everything looked terrible and hopeless.

The danger increased so rapidly, that between 2 and 3 o'clock Capt. Dustan ordered the decks to be cleared of all merchandize, of every thing that was in the way. Cases of boots, shoes, barrels of flour, stoves, &c, &c, including one package said to contain $7,000 worth of plate were thrown overboard. There were six to eight thousand dollars worth of lace on board, belonging to one of the passengers, who had previously said that he would give the whole to any body who would put him safely on shore. This lace was afterwards seen strown along the beach.

All these efforts, however, to save the steamer were unavailing. No person worked harder than Capt. Dustan, and his passengers and crew. It was for life or death. After these repeated and united efforts had failed, all hopes of safety were over, and all felt desirous and anxious that the steamer should strike the beach. It was a frightful sight, but the feelings of those on board had been wrought to such a pitch, that a reaction came over them, and they were resigned to their fate.

About midnight she parted one of her cables, there being four out, one attached to thirty hundred weight of furnace bars, and the others to anchors. After this the gale continued to increase and blow a perfect hurricane.

She was driven still nearer the shore, but passed a point that all expected she would strike upon. She then drifted about eleven miles, making in all twenty-two miles, which occupied about forty-eight hours, of terrible uncertainty and suffering. She then struck, stern first, on a ledge of rocks on Fisher's Island. A tremendous sea threw her up on to the very top of the ledge; so far up, indeed, as almost to throw her over on to the other side. This was the crisis in the disaster. It was terrible, and heart-rending in the extreme. In five minutes after she struck, she was in pieces.

In these five minutes at least one-half of those on board the Atlantic were taken from time into eternity. The screams, the crash, the roar of the sea was dreadful.

There were six females, four children, and two infants among the passengers. All the females were drowned or crushed to death.—Only one of the children was saved, and he was the only one of the family of which he was a member. His father, mother, married sister, and a younger sister, and two young brothers, were on board. The poor little orphan thus saved, and thus thrown alone on to the world, is only twelve years of age. The two infants were drowned, frozen, or crushed to death.

All this occurred at half past four o'clock on Friday morning.

The particulars given by our informant, Mr. Varnum Marsh, of Haverhill, Mass., are painfully thrilling. When the Atlantic struck he was setting in the gang way; his first impression was that a heavy sea had struck the steamer. In a moment after, however, (although every moment was an age to those on board,) the sea stove in the side of the vessel at his back, and swept him along, and dashed him against the sound side of the steamer. Before he could recover himself, another tremendous sea came and threw him against the upper side of the vessel. Thence he was thrown in among every thing moveable on deck, and considerably bruised as we have seen. After he was thrown up the third time, he succeeded in catching hold of the sky-light frame, and there remained for a few moments, and the only person near him to be seen or heard was the small boy who was saved. He was on the top of the ledge amongst the wreck. Our informant here discovered that he was made fast by an iron hook, on a bar of iron which had become entangled in one of his life preservers; after great exertions he made to throw one of the straps over his head, which drew the other still tighter. He then thought that all was over with him; but by an almost superhuman effort he succeeded in drawing that off. He then found that the other pair of preservers, which he had on, were entangled with those he had thrown off. To extricate himself from this difficulty, he laid down, and drew all off, over his feet, and threw them away. All this had to be done in a very few minutes; and what must have been his feelings in that time.

During this time the sea was breaking up the steamer, and dashing the pieces of the wreck about, at one time against Mr. Marsh and at another crushing either a poor passenger or an unfortunate sailor to death.

After Mr. Marsh had thrown away his life preserver, he saw a gem of light from the upper side of the vessel. The Atlantic was then lying on her beam ends, and her decks covered with ice. By some means, wholly unaccountable at this time to Mr. M., he made his escape through the side of the vessel through which this gleam of light came. Before he reached that point, however, he saw a human being standing near the aperture.

After reaching to within six feet of the outside, he called to the person, whom he saw, and who proved to be the little boy, to pass him a piece of board, or something else, to enable him to get over the ice. The boy thought that Mr. M. told him to leave the place. This induced the boy to leave, and Mr. Marsh crept out over what he supposed to be a dead body; it was too dark to tell with certainty. Then he took hold of a part of the wreck on the side of the ladies' saloon, and walked on the edge of the vessel. On looking up, he saw the mast, with several pieces of timber or spars attached swinging to and fro. At this moment a tremendous sea came and washed Mr. Marsh back into the sea. Then he found it necessary to swim as rapidly as his bruised limbs would permit him through the swell of the sea, ice and broken parts of the vessel, to avoid the falling mast, and escaped by a few feet only. He then made for the shore as quickly as possible, which he finally reached in safety, after being driven back several times.

After Mr. Marsh turned towards the shore he heard some one cry "oh! what shall I do? I shan't get ashore!" Mr. Marsh encouraged him to strike out through the surf, and he had the pleasure, in the midst of his pain, to see the little fellow land on the beach.

As Mr. M. was thrown up for the last time he caught hold of a small sharp rock and held on till the sea left him. Then he crept on his hands and knees from the beach over rocks till he reached a large rock which sheltered him from wind. It was very dark and intensely cold at this time.

Shortly after this, Mr. M. heard a man speak, and enquire "Who is there?" Mr. M. made an exertion to speak, and probably made some sort of noise; for the man told him "to hold on to his dress," to be led to his house. Finding himself very weak and cold, he could not walk without falling. Just then, two other men came up, and conveyed Mr. M. to the house. This was about 5 o'clock in the morning, and from that time to about 8 o'clock, Mr. M. was insensible.

From other sources, we gather the following additional accounts. An extra train arrived here this morning over the Long Island road, with passengers from Boston, via Norwich, and some from the Atlantic. The body of Capt. Dustan, of whom it is related, that to the earnest expostulations of his companions in peril not to expose himself by retaining his position over the upper saloon, his reply was, *"If the the Atlantic goes, I go with her"*—was brought on by this train.

The Express has these details:

The Atlantic, after being at the mercy of the gale all of Thursday, on Friday morning went ashore at 4 o'clock and went to pieces. No steamer could go to her assistance or to aid the passengers, whose only means of getting ashore was by swimming, as no boat could live.

The weather was most piercing cold, and all the passengers who saved their lives were much bruised among the rocks, and severely chilled. The chief engineer of the Atlantic has come to the city, totally blind from the effects of the cold.

We are told that the greater part of all on board have perished. The weather was so cold that a large number who attempted to swim ashore, became chilled and were drowned.

A more complete wreck could not have been made. The machinery and boilers are in one mass, and the wooden fragments scattered along the shore on the sound.

We have just seen one of the hands on board the Atlantic, he states that all the females on board, eight in number, have no doubt perished, and that *twenty-nine* bodies had been recovered yesterday afternoon, all who were saved were seriously wounded. Some with the loss of legs and arms, limbs crushed, and added to suffering from the cold.

The ice formed rapidly, and was two inches thick on the shore when the landing was made.

But one scene in the drama, our duty, though not our will, compels us to publish.—While the hand of death was busy in this place of sorrow and disaster, the hand of man was engaged in robbing the victims of the storm.—As the bodies were washed ashore, there were beings in human form, who could, with a callousness of heart almost incredible, stoop down and plunder them of every article of value to be found. The clothes of some were cut, and watches, money, jewelry, anything convertible to gold, was stolen. Did we not know this statement to be true, we should hardly dare to believe it.

We have thus given all the particulars that have been received as yet, in relation to this terrible calamity, which has brought desolation, alas, upon many, many households! it is impossible to ascertain at this time, the names of all those who were its victims, and in all probability, the extent of the loss of life may not be known for many days yet,—if at all—as there were doubtless persons on board, of whose names no record has been preserved.

Officers and Passengers of the Boat Lost. Captain Dustan of the Atlantic; Dr. Master of the Navy; Lt. Norton, of the Army; a clergyman named Armstrong; Mrs. Hilton, stewardess; Sarah Johnson, chambermaid; Sarah Ruby, of Providence, do; Eliza Wacob, servant of Mrs. Lewis.

John Walton, Mrs. Jane Walton, and their children; John, James and Eleanor Jane, all of one family, from West Newburgh for Pennsylvania.

Robert Vine and Jacob Walton, of the same family, saved.

The following are the names of such of the crew lost as we have been able to ascertain:

John Gleason, Thos. Gedney, Michael Dougherty, Charles Farley, John Macfarlan.

Passengers Saved. Capt George W Culham, U S Eng'r Corps; Seabury Brewster, N York; Capt Peter Hann, Portland; Portland; C C Orr, Louisville, Ky; Joel R Andrews, New London; Lieut E Maynard, U S N; Lieut C S Stewart, U S Eng'r; Charles Cadnedy, New York; Hiram Tarbox, Lisbon, Ct; Francis Herick Boston; Geo W. Rogers, New London; C C Comstock, do; Thomas Truesdell, New York; Thomas Gooding, Boston; Nathan Reise, Newark; NJ; E V Booth, Boston; Edward Maddon, do; Chas Mitchell, Norwich; C Peterson, Boston; Henry Van Wart, Birmingham, Eng; Varnham Marsh, New York; Jas Wilson, Boston; Nathaniel Atwood, Massachusetts; Richard Atwood, do; —— Gould, Adams' Express; —— Munrse, do do,

Officers of the boat saved. James Stetson, 2d Capt; Charles Woodworth, bar keeper; —— Boyle, clerk; capt. N. A. Allen, pilot; Charles Crandall, 2d do; Dennis Spellina, wheelman. Elias Kingston, 1st mate; R. W. Duncan, 2d do; John Keefer, steward; Eli Birdsell, second Engineer; John J Gale, third do; Charles Christian.

There were but three female passengers on board, including the servant of Mrs. Lewis, all lost. There were probably 8 or 10 deck hands who also perished.

CLOSING OF THE CANALS. A heavy fall of snow occurred in Albany, commencing early Wednesday morning, and falling to the depth of several inches. The thermometer fell from 42 to 27 degrees. An immediate close of the Canal navigation must be expected unless the weather speedily moderates. The Albany Argus states that the Canal closed last year on the 29th November. The river may continue open for several days. Last year it closed on the 3d December.

WRECK AND LOSS OF LIVES. During the blow on Sunday night last, the sloop Aurora, Capt. S. Sturdevent, from Connecticut river, with pine timber for Smith & Darling, Port Jefferson, L. I., was driven upon the Long Island shore. On boarding the wreck on Monday morning, the body of one of the crews was found lashed to the quarter rail. It is feared that all on board perished, viz:—Capt. S. Sturdevant, Mr. S. Smith, part owner of the cargo; D. Norton, and Solomon, a black man, all of Port Jefferson.

SINGULAR DISEASE IN VIRGINIA. We learn from an article in the Romney Intelligencer, that a destructive malady, called "sore throat," is raging in the neighboring counties, Hampshire and Pendleton, in Virginia. Mr. David Smith has lost two children; Mr. Wm. Cunningham one; Captain A. Ketteman one; Mr. Isaac Conrod three; Mrs. Mary Whetsel three; Mrs. Ratchff two, Mr. Layton two, Mr. Van D. Bond two, Mr. John S. Bond three, Mr. Jacob Wise one, and Mr. Martin Wise two or three. The disease is represented to be a loathsome and wretched malady, which has thus far baffled the skill of the medical faculty.

ROYAL FLOUR AND A ROYAL PRICE. Last fall Mr Henry Smith, an enterprising miller of Le Roy, in this county, sent six barrels of the choicest superfine Genesee flour, manufactured at his mill in Wheatland, Monroe county, to Queen Victoria, and for which, in due time, he received from Her Majesty the comfortable little sum of *three thousand dollars*.—The flour was put up in highly finished barrels, neatly varnished, inclosed in sacks, and forwarded direct to the Queen at London. This fortunate experiment upon the appetite of Royalty seems to have suited her Majesty's palate so nicely, that in addition to the ample remuneration for his first adventure, he has recently received an order direct from London, *for three thousand barrels* more "of the same sort," which he has promptly forwarded.—*Batavia, N. Y., Times.*

FOR HAVANA. De Meyer and Mr. Beach, of the New York Sun, have sailed for Havana.