

## The Tennessee at Norfolk.

RECRUITS DESERTING—ARRIVAL OF THE JAMES ADGER TO TAKE THE PASSENGERS—MAN OVERBOARD.

We learn from Norfolk, Va., where the *Tennessee* is now laid up with a broken shaft, that on the afternoon of Tuesday last, some fifteen of the "emigrants for Nicaragua" left the ship, and but a small portion returned. The reason given for their departure by those who have been seen on shore, is that "they were not getting fair play from the through passengers in the steerage." On Monday, two of the passengers on board the *Tennessee* proceeded to Norfolk and made affidavit before a Commissioner to the effect that the vessel had put in to recruit for WALKER; and that there were a large number on board who were drilled every day in the steerage. The authorities made some inquiry, and becoming satisfied that the affidavits did not state facts, they took no action. The only effect of the affidavits was to make some of the enthusiastic "emigrants" very careful of the terms used to induce their Norfolk and Portsmouth friends to accompany them. It is not expected that there will be any recruits shipped from Norfolk.

We have some further particulars of interest in the following letter from a correspondent at Norfolk:

NORFOLK, Thursday, Jan. 1, 1857.

In consequence of a necessity that the *James Adger* should take in coal at this port, we do not sail as soon as was anticipated. We are now, however, nearly ready, and will doubtless sail at 8 A. M.

Soon after the *James Adger* had anchored alongside the *Tennessee*, Mr. CHARLES A. WHITNEY, of the firm of CHAS. MORGAN & SONS, appeared on deck of the *Tennessee*, and made the following statement to the passengers:

"Through passengers for San Francisco, by the *Tennessee*, have the option of going forward by the *James Adger*, or having their passage money refunded at this place, and the privilege of returning to New-York by the *Tennessee*. Or, Mr. WHITNEY, of CHAS. MORGAN & SONS, is prepared to issue tickets to them to leave New-York on the 22d of January, with the privilege of returning to New-York in the *Tennessee*."

The above proposals are made in view of the possibility of detention on the Isthmus, by non-connection with the California steamer *Sierra Nevada*, in consequence of the accident to the *Tennessee*.

CHARLES MORGAN & SONS.

Per CHAR. A. WHITNEY.

NORFOLK, Wednesday, Dec. 31, 1856.

A very few of the second cabin passengers accepted the offer to return. All in the first cabin remained.

I feel it my duty to say here what I have not previously stated concerning the accident to the *Tennessee*. I have not heard a word of complaint against the Company; and all unite in the very strongest expressions of commendation when speaking of the conduct of Capt. TINGLEPAUGH during the gale, and of the conduct of the purser, Dr. THAYER, and the steward, Mr. POTTEE, from the time we left New-York to the present. Every one was delighted when it was known that they would proceed with us on the *James Adger*. Our new ship brings no additional "emigrants" to Nicaragua.

Soon after they commenced coaling the *James Adger* from the barge, all hands on board the *Tennessee* were startled by the cry of "Man overboard!" and immediately it was spread through the ship that one of the steerage passengers, destined for Punta Arenas, had cast himself from the side. No one forward knew his name. All they could say was that he was an Irishman, and had a sister-in-law, with her child, in the second cabin. As they were there, it was not thought best to let them know anything about the matter until they should be on board the *James Adger*. The men in the steerage would tell nothing about him, but the women were more communicative, and from them it was learned that his name was JOHN FARLOW, and that he had appeared to be partially deranged from the time he went on board at New-York. The men, strange to say, took advantage of his condition to amuse themselves. They drew knives, swearing they would butcher him, and when he would endeavor to get away to the cabins they would prevent him by declaring that the captain was there getting things ready to hang him. They continued to frighten him in that way until the barge came up with coal at near 11 P. M., when slipping away quietly he stripped off his clothes and went over. It was dark, and as the tide was running rapidly, he could not be seen. He had threatened to throw himself overboard during the day, but no one believed the unfortunate man.