Capture of the Piratical Steamer.

The Marquez de Habana Captured on the Mississippi Steamer.

Arrival of Prisoners at New Orleans.

Trial of the Pirates Commencing on the 27th inst.

Full of the prisoners captured on the steamer Marquez de Habana, numbering in all, 175, are now in the hospitals, suffering from fever, and are not fit to be brought to Vera Cruz, in consequence of their sickness.

The Progress made.

The examination of the prisoners from the Marquez de Habana and the Piratical Mexican steamer Miramon, before United States Commissioner Hon. E. M. Culcer, shows was only one examination, and it occupied nearly the whole day.

Miguel Capo, second officer of the Marquez de la Habana, swore that he was a native of Barcelona; that he had been navigating for the last twenty years; that his residence was in Barcelona; that he has always been my home since I was born, and I am thirty-one years old; I am a subject of the Queen of Spain; I was unmarried; but have a mother and child sisters in Barcelona. I was present at the time the Marquez de la Habana was captured; my contract was to go to Vera Cruz or some point off the coast of Mexico, there deliver the vessel, receive my pay, and have my pass to Havana. I do not know what was to be done with the vessel, took no part in it, do not know what commission the vessel had; the vessel was at the anchorage ground of Aston Lizardo when she was captured; I do not know under what pretext the capture was made; she was taken to Vera Cruz; the vessel in the hands of the Mexican authorities was under the Spanish flag; there were two other flags aboard; I do not know for what reason; the vessel made no resistance; she fired no guns; the vessel which attacked us was a ship-of-war; there were on the time, beside our vessel and the ship-of-war, a steamer, the steamer Miramon and two other steamers; the captain of the Marquez de la Habana is named Manuel Arias; I became acquainted with him at Havana, when we shipped to the command of the vessel; he was appointed to the command of the vessel at Havana, shortly before the day of departure, which was on the 27th of February; I cannot say exactly when; I think I know that the owner gave the command to the captain; the owner is the general. Marin; the fixed residence of Captain Arias is in Spain; I don't know exactly what town; he has a family in Spain, I believe.

The tonnage of the Marquez de la Habana is about 500 tons; her crew was about 37 men, officers and all—say 7 officers and engineers and about 30 crew; they are all Spaniards; these constituted the crew proper of the Marquez, who came on board at Havana; at sea some additional seamen were put on board from the Miramon; they were sent on board because the machinery had got out of order, and they wanted help to repair it. [This statement was objected to by the Commissioner. Mr. Soule, for the defence, took exception, and it was noted down, to be submitted to the court.] The crew was engaged in Havana about the 14th February, by Captain Arias, by order of General Thomas Marin; I had no interest in the said vessel or cargo; I don't know if any of the other officers had an interest therein; I belonged to the vessel at the time she was taken, in the capacity of second officer; I don't know the reason for about two or three months, when I saw her, for the first time, in the port of Havana; I don't know where she was built; the vessel's name is the Marquez de la Habana; such was the name I knew her by in Havana, and which she has since borne; I know of no other name; the vessel had a regular Spanish royal register; she hailed from Havana for a point on the Mexican coast, where the voyage was to have ended; the last port the vessel had sailed from before her capture was Sagua; she left there on the 23d of March; the last clearing port was Havana; she sailed from Havana on the 27th ultimo; after the accident to the machinery we put in at Sisal for repairs; hence we went to Salinas, and from there to that port to the anchorage ground of Anton Lizardo.

When we left Havana the vessel had on board coal, water, provisions, powder and balls, and three guns; she had the same lading when captured, with the exception of a small quantity of the ammunition which was thrown overboard when the attack was made by the American vessels, for fear of an explosion; the lading was put on board in Havana, from and after the 15th of February; I don't know the quantity of coal; there were six tanks of water, three guns, as already stated; I do not know what quantity of provision or ammunition there was; no part of the lading of said vessel had been unladen since the commencement of her said voyage; I suppose that the owner of the vessel at the time of her capture was Thomas Marin; I believe so because it was with him we made our shipping contract; I do not know of what country the said owner is by birth, but believe he is a Mexican; I do not know where his residence, nor that of his family; I suppose he is subject to Mexico; I think he became owner, or in possession, on the 14th February; the former owner was named Ibañas; I think Marin purchased from him; I do not know if any bill of sale was made, nor by whom, to the owner; the said lading was all put on board at Havana, at the same time, excepting the ammunition and guns, which were put on board on the last days before her departure.

I do not know the names of the respective leaders, owners, or consignees of the said goods; I believe the ladors or owners of the articles last shipped are Mexicans, but do not know who are the consignees; I think I know the names of the persons who were on board at the time of the transfer to Marin, and therefore I believe the owners were Spaniards; I believe the vessel and cargo went for account and risk of Gen. Miramon; I do not know that any others had an interest in the said goods; no bills of exchange were signed to my knowledge; I do not know that there are in the United States of America any bills of lading, invoices, letters, or instruments relative to the ship and goods, concerning which I am now examined; I know of no charter party having been signed; I do not know what other papers might have been on board; no papers or documents were destroyed or concealed to my knowledge; the ship's papers were handed in my presence to the commander of the Saratoga; they were delivered by Captain Arias; I have suffered no loss by the capture of the vessel; I have received no indemnity for my detention, although I expect to claim according to the term of my imprisonment; I do not know if the vessel or cargoes was insured; there were certain persons on board who represented themselves to be passengers; I do not know if any of them concealed themselves at the time of the capture; their names were, so far as I can recollect, Claudio Marcello, Holtzinger, Frederic Romero; there were some fourteen or fifteen others, but I cannot recollect their names; Marcello and Romero are Spaniards; Holtzinger, I believe, is a German; I do not know the nationality of the others; I do not know the nationality or profession; they were not employed on board, nor had any commission, to my knowledge; they all came on board at Havana on the 25th and 27th February; they said they were going to Vera Cruz; I do not know what the passengers had any interest in the ship and cargo; they had no authority on board.

There was one of the seamen, who was said to be an American, had both of his legs cut off by the first cannon ball from the Saratoga; he was one of the men sent on board from the steamer Miramon; the papers on board were all true and fair; they were obtained by the captain from the Commandancia de la Marina in Havana; as customary; the ship papers were to last for the voyage from Havana to the point on the Mexican coast—that is, the time the vessel was under the Spanish flag; I do not know if any person on board had a letter of safe conduct; the vessel was at another time captured by the Saratoga; I do not know what was the purchase price for the Marquez, or whether it has been paid or security given therefor; I believe the sale was made in good faith; there were no cannon mounted on board; there were balls, some canisters of grape, powder, and a box said to contain muskets, which was thrown overboard; I have no personal knowledge of the arrangements, but I know as a general fact, publicly spoken of, that Marin had bought the vessel, and he first fitted up as a vessel of war for the Miramon party; I had merely contracted to take the vessel to a point on the Mexican coast, where I was to leave her, and return to Havana; we went to Anton Lizardo by order of Marin, who is the former owner of the vessel, there to change the nationality of the vessel by hoisting the Mexican flag—the ship being destined as a ship of war for the Miramon Government; she was to be delivered there, and I would have had no further connection with her.

The prisoners were then sent back to the parish prison. The examination will be resumed this morning.

EXECUTING A WOMAN.—Mrs. Mary Ann Blinsky was executed on Friday, the 23d ult., at St. Paul, Minnesota. Her case is strongly analogous to that of Mrs. Harting, in several particulars; it is a remarkable thing to have a woman hung in this country. This is one of only two or three cases where a white woman has ever been hanged in the United States. The murder of which Mrs. Blinsky was convicted occurred on the 13th of March, 1859. Mr. Blinsky, a Polander of some wealth, removed from Illinois to St. Paul in 1857, and there bought real estate, and opened a saloon. The woman who was executed last Friday arrived at St. Paul one or three years ago, from South Carolina, where it is said she left a husband living, but she has persistently refused to give any account of her past life, more than to say that she has friends living, who know not where she is, and from whom she has purposely severed connection. Blinsky had married her as a housekeeper, and they lived together as husband and wife