

# SPAIN AND CUBA.

## Movements of the Alleged Privateer *Hornet*.

### THE VESSEL AND HER ARMAMENT.

#### Probable Designs on the Spanish Gunboats.

#### Apprehensions of a Fight in the Lower Bay.

#### Munitions of War intended for Spain.

### THE LATEST MAIL NEWS FROM THE ISLAND.

That the Cubans have a formidable privateer afloat in the vicinity of New-York is not a new thing to the readers of the TIMES, who for the past few weeks have been well advised concerning the whereabouts and movements of that craft. The first mention of this vessel, the *Hornet*, or as she is designated by some, the *Prince Albert*, was made in the history of her detention by the United States authorities at Philadelphia a few weeks ago. At that time she was suspected of being employed by the leaders of the Cuban Provisional Government in this country to take part in one of the many expeditions set on foot by them. She was released, and notice of her sudden departure from the Quaker City on the night of the 29th of August duly published a day or two after. Nothing was heard of her for some time thereafter, until the report of her seizure and examination by the British authorities in Halifax, which resulted favorably for her. From her departure thence all interest in her ceased until the publication of a dispatch from Boston to the TIMES, dated Sept. 18, revealed the startling intelligence that a strange iron-clad, carrying eighteen steel guns and three hundred men, had been seen at Martha's Vineyard, two miles from the land, taking supplies from a large schooner lying alongside. Since then no knowledge of her could be gleaned until Wednesday, a week ago, when information was received that she was off the coast of Long Island. She was there seen and spoken by THOMAS MORLEY, of the *Hope* pilot boat No. 1. She called herself the *Prince Albert*, from Halifax, bound to Bermuda. Her description, notwithstanding this change of name, proves her to be no other than the *Hornet*, of Philadelphia renown. She is a propeller, about 1,800 tons register, has two smoke stacks, is two masted, brig rigged forward, and is pierced for eighteen guns. Her armament is reported to consist of eighteen guns, two of which are said to be pivots, of very heavy calibre.

For days she has been hovering about the eastern shore of Long Island, between Montauk Point and Fire Island, evidently awaiting supplies, which have reached her successfully. On Wednesday afternoon a schooner laden with coal was sent to her, and at 4 P. M. on Friday the schooner *Predmore* was taken in tow at Sandy Hook by a very fast tugboat and proceeded to Fire Island, ten miles east of which she hove to until joined by the *Hornet* at daylight. The cargo was then transferred to the privateer, despite the difficulty occasioned by the heavy swell. On Sunday evening another schooner passed through Fire Island Inlet freighted with munitions of war and provisions for her, and that same night a large number of men left this City bound for the privateer, whose rendezvous was off the Long Island shore, not far from Montauk. On Monday night also another craft, laden with necessaries for a long cruise, passed through the Hell Gate passage bound for Fire Island. In fact every sunrise sees the completion of a successful expedition from this City to the privateer.

She is well known to residents of the eastern shore of Long Island, and is looked upon by them almost as a legitimate cruiser in those waters. In the morning she may be seen near Montauk slowly creeping along shore as if bound down the coast like any honest trader, and at night she will be standing in for some point on Fire Island, no doubt the chosen rendezvous for some Cuban secret service craft from New-York. In this way she has been seen on two or three different occasions by a Mr. STRATTON, residing near Montauk. When he first saw her he mistook her for a vessel bound to this port, but seeing her dodging about in the offing the next day, and the next again, his curiosity was aroused and he made inquiries relative to her, and was told that she was an armed vessel employed by the Cuban Provisional Government to intercept and capture some Spanish merchantmen already overdue at this port, and waiting for men and supplies which were being sent to her every night.

She is well known to the pilots, by whom she has been seen on many occasions. She was spoken off Fire Island Light by one pilot, who took her for a homeward-bound ship, and tendered his services, which were declined. Hailing the Captain again, the pilot kindly offered to pass close under his lee and give him some of the latest newspapers. "Oh, no, thank you," replied the privateersman, "I have all the latest papers myself. I have the last news of interest from New-York."

Thus it would seem that a direct line of communication is kept up between the vessel and this City, and that her agents are posted even on the most minute movements of the United States Government officers in this City. It is also known that her Captain is an American, who served during the Southern rebellion, and that he is now in this City, looking after the Spanish gunboats. The privateer is at present commanded by the First Lieutenant, whose movements are directed by his superior. All the officers and crew are experienced seamen and gunners, most of them having served in our navy and a few of them in Southern privateers. She is completely ready for sea, and what her mission in these waters may be is a mere matter of conjecture. In the opinion of some she is waiting to capture and destroy unarmed merchantmen bound in and out of this port. But if that be her object, why, it may be asked, does she keep so far to the eastward, and in such an out-of-the-way locality as Montauk Light? Her best cruising ground for Spanish vessels would be south of the Hook. She must have some other reason than that for lingering near this port. At present her position, to say the least of it, is a very unpleasant one, as she cannot seek shelter from a heavy northeasterly gale, if one should arise. When the last spell of bad weather began her commander spoke the pilot boat *Francis Perkins* No. 13, and asked pilot JOHN DOUGHERTY to bring her into the Horse Shoe until the gale had blown over. But the pilot refused, fearing that he might get into trouble with the authorities if it were discovered that he had aided the vessel. So the *Hornet* had to steam off shore and weather the blast as well as she could.

Many are the opinions expressed by those who consider themselves posted on the probable future of the *Hornet*. Some are sure that she is fitting out here for a long cruise, and that within a very short time she will leave for more southern latitudes, directly in the course of twelve transports now on their voyage

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From Cadiz, under convoy of two Spanish frigates. Around this convoy, it is said, she will hang like a vulture, and swoop down at every favorable opportunity upon some unlucky stranger. She is a very fast boat, and can easily avoid the more slow and unwieldy frigates should they attempt to follow her. Moreover, under cover of night she can stealthily creep in among them and sink or cripple one or two easily without much risk to herself. In this way no doubt such a craft as the *Hornet* can do a great deal of mischief. But there is still another and more probable story afloat as to the reason of her presence off this port at this juncture.

It will be remembered that the Spanish Government is having constructed for it at the Delamater Iron Works a flotilla of gunboats, and another at Mystic, both of which are nearly completed. They are just the kind of vessels needed by the Cubans, and what is more natural to suppose than that this fast, well-armed and equipped steamer is only awaiting the news of the departure of one to steam down and meet her just as she takes her departure from New-York, and capture her before the crew are fairly aware that they are on board a man-of-war and ought to make a fight for their vessel. A pilot who has communicated several times with the *Hornet*, and had lengthy conversations with her captain, says that the privateersman is a daring fellow, and is fully determined to have a certain Spanish gunboat which will leave this port within a few days. This Captain avers that the Cubans want just such a vessel as the gunboat referred to, and that they are determined to capture her. It is believed by well-informed parties that the *Hornet* also has designs upon certain ordnance stores intended for the Spanish Government, which are referred to, below, as being on board the steamer *Euterpe*.

The Captain, who, as before stated, is in this City, stays here to watch the operations of the Spanish authorities, and knows as well as they do what their intentions are with regard to the movements of this flotilla, even to the number of men and the individuals commanding them, who are to form the crews of the vessels. He expresses himself perfectly assured of success in his attempt to capture this particular gunboat, inasmuch as the crew and commander assigned to her are by no means fighting men, nor, if they were, sufficiently numerous to defend their charge against such a formidable antagonist as the *Hornet*.

They are not Cubans alone who interest themselves in the fortunes of the cruiser. Many prominent citizens, natives of this and European countries, are doing all that lies in their power to aid materially in the success of the enterprise. With promptitude and secrecy her wants are supplied, and no effort is spared to mislead the inquisitive in their searches after information, and keep the character and exact location of the vessel a mystery. Notwithstanding his knowledge of this vigilance, the officer in charge is ever in dread of the sudden appearance of some prying war vessel, in consequence of which he is ever on the move. The first day or two of his appearance on this coast he carefully shunned every large vessel that bore in sight, and his continual game of hide and seek often led him into critical situations. One day when he was short of coal the lookout at the masthead hailed the deck, and reported a large steamer to windward of him. He was then to the northeast of Fire Island. A full head of steam was clapped on and all sail set, and away he ran from what he feared was an American frigate. On she came directly after him, steadily lessening the distance between them. The commander of the *Hornet* altered his course, and so did her pursuer. Knowing that he could not hope to escape her under steam alone he was compelled to keep before the wind, so that his square sails might draw and help to increase the speed of his vessel. 'Twas no use, the strange craft was fast overhauling him. Being now fully convinced that she was a man-of-war in search of him, and finding escape impossible, he determined to run his vessel ashore, set fire to her or destroy her by some means to prevent her falling into the hands of the enemy, and escape with his men as best he could. So he headed her for the beach. Toward it she sped, and already the white tops of the breakers were within a cable's length of his bow, when his attention was called to the pursuing steamer by one of his men. What was his surprise and delight to discover the Bremen flag at her gaff end, and the unmistakable signs that she was nothing but a peaceable steam packet, the *Union*! With no little difficulty he succeeded in getting off shore again; and indeed had there been anything like a strong wind blowing on shore, the probability is that the Spanish flotilla would have easily got rid of what will undoubtedly prove at no very far distant day a dangerous and implacable foe.

### The Status of the *Hornet*—Extent of the Responsibility of the United States Government.

Special Dispatches to the New-York Times.

WASHINGTON, Sept. 30.—The case of the alleged Cuban steamer *Hornet* is receiving the attention of the Government. If she is now afloat on the high seas, with a Cuban flag or what purports to be one, she is nothing but a pirate and be so regarded by our authorities. If she comes into one of our ports in such a character she will doubtless be seized, and I learn that the Treasury Department has already given orders to refuse her supplies. In Spanish eyes she is an American pirate, because she originally cleared from an American port; but the facts in the case completely clear our Government from all responsibility. After her seizure at Philadelphia, the evidence of her suspicious character was called for, but the United States Marshal was wholly unable to produce any proof of her alleged improper character. She then took a regular clearance for Halifax, and proceeded to that port. Here she was libeled at the instance of the Spanish Consul, and subjected to a thorough judicial and actual examination, which resulted in her release, and she then proceeded to sea under a regular British clearance. Of her subsequent career nothing is known as yet, and she has done no act which would warrant her seizure on the high seas by our naval forces. Nevertheless, if she flies the so-called Cuban colors, she will fall a prey to our cruisers by the law of nations, as a piratical craft.

### Arrival of Munitions of War Intended for Spain—Action of the United States Authorities.

About midnight on Wednesday last, the large steamer *Euterpe* (mentioned above) made her appearance at Pier No. 20 East River in a very sudden and suspicious manner. Just before she came to anchor she was hailed by the officers of the revenue cutter *Bronx*, and was subsequently scrutinized and questioned in regard to her cargo. The official inquiries elicited the fact that she had a large supply of ordnance and ordnance stores on board for the use of the Spanish Government. Attention was immediately directed to the warlike and hostile character of the cargo, and during yesterday the United States Marshal placed a close surveillance over the vessel. It was ascertained that the ordnance consisted of thirty formidable Parrot guns, and that they were designed for the use of the thirty new Spanish gunboats now in the course of completion in this City and vicinity. The guns and the ordnance stores, embracing shot and shell of every variety, were manufactured at the foundry of KIMBALL & PAULDING, at Cold Spring, on the Hudson, according to a contract made by that firm with authorized agents of the Spanish Government. The first announcement that such an armament was being built was made in the columns of the TIMES several weeks ago, in connection with a report about the new Spanish fleet. It was mentioned at that time that KIMBALL & PAULDING had made a large and profitable contract with the Spanish Government for the manufacture of ordnance and ordnance stores, which they were to furnish at the earliest possible moment at the urgent solicitation of certain Spanish naval officers. Late payment

in gold was promptly forthcoming for the contractors, being supplied by a prominent Wall-street banking house, the reputed depository of a large amount of Spanish doubloons. Marshal BARLOW made a searching investigation after he was informed that the contract was likely to cause a breach of the Neutrality laws, the result of which was a promise on the part of KIMBALL & PAULDING, that they would notify him as soon as the war material was ready for shipment, so as to enable him to take such action as the authorities at Washington might determine on in the matter. In the meantime an official report was received from Washington to the effect that the mere shipment of a quantity of ordnance and ordnance stores on the part of a friendly Power like Spain to a port in her own dominions, such as Havana, for ultimate use against the Cuban revolutionists, could not be regarded as a violation of the United States Neutrality laws; and also that our Government had no legal right to seize any such shipment. About ten days ago word was sent to the Marshal that the munitions of war were ready for delivery. Nothing further was heard concerning the ordnance until Wednesday night, at which time the steamer *Euterpe* was intercepted by the revenue cutter *Bronx*, with the armament on board, as already mentioned. During last evening the steamer remained at the foot of Burling-slip, only guarded by a private watchman. She was closely watched, however, by the revenue cutter, which lay at anchor in the stream, having Deputy Marshal GREGG on board. The definite and ultimate action of the Marshal, it is understood will depend on the nature of the instructions which are expected from Washington this morning. It is positively asserted that the steamer will immediately start for Havana, her destination, in case the Government offers no interference. It is believed to be the intention of the Spanish authorities not to transfer the ordnance and ordnance stores to the new gunboats until their arrival at Havana. The latter are expected to leave as soon as they are finished, which will be in a very short time. It is said that they will endeavor to escape notice or detention, sailing from this port in a secret and surreptitious manner. They are designed for duty off the coast of Cuba, being peculiarly adapted for light and active service, similar to that performed by the flotillas on the James and Mississippi Rivers during the late war.

Late yesterday afternoon, Señor ALFARO, Secretary of War of the Cuban Junta, called at the United States Marshal's office for the purpose of giving information about the contemplated departure of the steamer *Euterpe*, with munitions of war on board. He was told that the Marshal was already aware of the fact. He then desired to know if any affidavits or proof were wanted, showing the purpose for which the war material was intended, but was requested to call this morning and confer with the Marshal.

The belief being prevalent in Cuban circles that these munitions are designed for hostile use against the Government of Peru, it does not appear to be improbable that this belief will be expressed to our authorities in strong terms. Should well-supported affidavits to that effect be presented, the detention of the vessel is a foregone conclusion.

### Movements at the Brooklyn Navy Yard—The Dictator Ready for Sea—The Sever Under Orders.

Whatever be the intention of our Government, or whatever may be its policy toward Cuba, one thing is now certain, that is, that preparations of such warlike aspect are in progress, and to some extent completed, at the Brooklyn Navy Yard, as to warrant the belief that the United States does not mean to remain in the position of a merely idle and disinterested spectator of what is going on in the Antilles. The powerful monitor *Dictator*, which many persons thought would not be of any more use, has been put into thorough condition for sea service. A body of workmen recently overhauled her machinery and put it in order for use. The vessel was then placed on the dry dock for such further examination and preparation as might be deemed necessary to her hull, and now she is coaling up. It is understood, for a cruise in the Southern waters. She will be ready to-day.

#### THE "DICTATOR."

The *Dictator* is 320 feet long, 50 feet wide, and 21 feet deep. The armor projects 19 feet forward and 31 feet aft. The hull is made of 1-inch iron. The frames are of 6-inch by 4½-inch by ¾-inch angle iron, the long leg being inward, and spaced 18 inches from face to face. The deck is of 9-inch plank. There are six 1-inch plates in the armor, and these are further strengthened and supported by three armor stringers, 42 inches thick and 7 inches wide, running completely around the ship, making the entire thickness of armor near the water line no less than 10½ inches. The armor and its wooden backing are 4 feet thick and 72 inches high. The deck is plated with two one-inch plates. The turret is 21 feet inside diameter; its thickness is 15 inches, nearly four times the thickness of the armor of the *Warrior* and *Gloire*. The turret has Captain ERICSSON'S two thirteen-inch guns in it, and revolves very successfully with them. The engines have vertical cylinders ten inches in diameter, and have forty-eight-inch stroke. The boilers have 1,000 feet of grate, and a total heating surface of about 30,000 square feet. The propeller is a four-blade one, of cast iron, twenty-one feet six inches in diameter.

#### THE SEVERN.

The powerful first-class steam frigate *Severn*, Commander LAWLER, returned to the Navy Yard yesterday, after a brief trial trip, and is understood to be now awaiting orders for Cuba, which orders are expected immediately.

What these facts portend does not, of course, distinctly appear as yet, as it is not customary for the details of such movements to be described or announced in advance by the Government officials, but sufficient is to be seen, and enough has been announced in certain perfectly reliable quarters to justify the announcement here made, and the statement of the facts and movements as they are here published.

#### ARRIVAL OF THE STEAMSHIP EAGLE.

The steamship *Eagle*, which left Havana on Sept. 25, reached this port yesterday. By the courtesy of Purser HEMSTED we are in prompt receipt of our files and papers.

### Midnight Conclave—Palace Councils—Loyal Offering of the Havana Corporation—Miscellaneous, &c., &c.

From Our Own Correspondent.

HAVANA, Saturday, Sept. 25, 1893.

The quiet of the grave almost has succeeded the stormy affair of Tunas, and even skirmishes are apparently of less frequent occurrence than heretofore. The return of LESCA to the Cinco Villas, and his assumption once more of his old command, has deprived us of the magnificent bulletins of DE SOUZA. Whether this calm is only the precursor of coming storms is but a matter of speculation. The midnight conclaves of the select Camarillas are, however, becoming much more frequent, and although various opinions have been formed as to their object no admissions have yet been made public as to the proceedings of the palace clique. Thursday and yesterday secret councils were held in the palatial mansion, and the prevailing opinion in Havana is that they were brought about by the great bugbear which so exercises the Spanish supporters of the "national integrity"—American recognition of the Cubans as belligerents. The select clubs of the Simon-pure loyalists attempt to disguise the danger that would inevitably accrue to their cause by such a proceeding on the part of the American Government, but sometimes their fears get the better of their discretion, and their actions upset all the fine theories entertained by them, and made public by means of Havana's loyal Press.

The victory of Las Tunas, so called by this latter body, and harped on with such persistency, has induced the belief among many of the neutrals that resistance to Spain will prove unavailing, and, in consequence of such belief, the list of Spanish loyalists is largely on the increase. Prominent men, well known to have secretly aided the cause of the

revolution, and preserved their fortunes by right and left handed gifts, have suddenly jumped the fence of neutrality which they had so long and successfully straddled, and throw themselves into the domain of Spanish patriotism. With a treachery that finds no parallel, even in the case of Judas, they have made dupes of their more illiterate countrymen, and believing their cause hopeless now, hasten to put their lives and fortunes at the disposal of the reigning Government. Lists of the "loyal" have been published in the various journals, and names have appeared in them of prominent Cubans that have started everybody at all acquainted with Cuban intrigue and Cuban political principle. But why this sudden change? The answer is, Twenty-four or five thousand Spanish troops are supposed to be on their way here. Hence the universal jubilee.

#### THE HAVANA CORPORATION

have made manifest the overflowing nature of their *acrisolado* patriotism by means of the following address to His Excellency, DE RODAS:

VERY EXCELLENT SIR: The subscribers, considering that they represent and interpret the opinions of all Spaniards of this Province, once more in their own name, and also in that of the lovers and defenders of the national integrity, make manifest to the Superior Civil Government:

First—That they are disposed, as they have ever been, to sacrifice life and property to sustain, at all hazards, the national integrity and dignity of the nation.

Second—That if, by whatever chance, any foreign Power should fail, by direct or indirect acts, to recognize the rights of Spain, and attempt anything against the decorum of her sovereignty, the Supreme Government is at liberty to act without embarrassment, and with energetic decision, not stopping to consider the incidental damages that might be suffered by the inhabitants of this island, as those latter would always prefer the maintenance, in its purity and glory, of the national flag to the preservation of their own particular interests, &c., &c.

APOLINAR DE RATO,  
INAND COLOME,  
FRANCISCO F. IBÁÑEZ,  
MAMERTO PULIDO,  
JULIAN DE ZULAITA,  
ANSELMO G. DEL VALLE.

HAVANA, Sept. 24, 1893.

#### MISCELLANEOUS GOSSIP.

The great scarcity of news prevailing now seems to predict stormy times before long in the Eastern Department. Now that LA TORRE has gone I suppose VALMASEDA will inaugurate a new campaign against the *syambises*. The "*Vandolerismo*" will be speedily put down; at least so says the Spanish Press, and two months of campaign are all that are necessary, according to their figures, for the complete annihilation of the Insurrection.

The Cuban party are just as confident of success as ever, and are bold enough to predict the complete overthrow of the Spanish Government of Cuba before the next crop of cane is ground.

The war news is entirely unimportant. VALMASEDA pursues his old and cherished plan of fortifying the line of the Canto.

LESCA, in the Cinco Villas, is reaping fresh laurels every few days by the capture of an old blunderbuss, a rusty horse-pistol or two and a few abandoned, broken-winded, insurgent quadrupeds.

QUASIMODO.

### No Recognition of Cuba Contemplated.

Special Dispatch to the New-York Times.

WASHINGTON, Sept. 30.—It is well known here that there is no immediate prospect of the recognition of Cuban belligerency, as has been so positively stated in a New-York journal. The Administration will be guided solely by what appears to it to be internationally just in the matter, and, as has been stated in these dispatches, the condition of affairs in the Island of Cuba is not, in the opinion of the authorities here, such as to warrant so important a concession at present.