

During this time the sidewheel steamer tug *Martha Washington* made two trips from New-York to Fire Island, bringing fifteen men on the first and twenty-five men on the second trip.

On Tuesday, 28th ult., the privateer took the coal schooner in tow, and towed her to Montauk Point, where she anchored and took in about 150 tons of coal. The schooner afterward broke away from the steamer, went ashore and was totally wrecked.

On Wednesday last the *Martha Washington* made a third trip, bringing seventeen men, with stores and provisions. This appears to have completed the crew, which now numbers about one hundred and fifty men, of various nationalities, including forty or fifty Cubans.

On this day the character of the privateer was openly avowed. The permanent officers donned their uniforms and took command, the Cuban flag was hoisted, and the general design of the cruise was communicated.

The following is a partial list of the *Hornet's* officers:

Captain — — HIGGINS, formerly of the United States Navy.

First Lieutenant—D. A. TELFAIR, formerly of the United States Navy.

Colonel of Marines, Monroe; Paymaster, Conning; Purser, Brown; Purser's Steward, McKay; Sailing Master, Esling; Master's Mate, Flaherty; Ensign, Cook; Gunner, Robt. Watson; Gunner's Mate, Daniel Fitzgerald; Chief Engineer, French; Assistant Engineers, Graham, Robinson, Lynch, Dennison, Kearney.

Much trouble was experienced among the men, especially the firemen, who demanded an advance of wages when the piratical character of the ship became known. Their demands were finally acceded to, and the first month's wages were paid down in gold at the following rates: Firemen, \$60; petty officers, \$45; seamen and marines, \$35.

While taking her armament, Captain HIGGINS lamented that the delay had lost him the Havana and Cadiz mail steamer, which he had expected to capture and fit out as his consort with a part of his armament.

During the *Hornet's* sojourn on the Long Island coast, she has been frequently hailed by New-York pilot boats, and invariably answered their hail with the reply that she was the steamer *Queen*, bound for Bermuda, and engaged in patching boilers and repairing machinery.

We have thus brought up the doings of this mischievous privateer to within the last few days. She will probably next be heard from among the Spanish merchantmen, unless she should first be overhauled by some of our naval vessels, which is not very probable. The *Hornet* is very fast, and her only immediate trouble is likely to arise from a short supply of coal. Should her arrangements for fuel be successful, she will be able to show her heels to almost any naval vessel afloat.

#### The Hornet—Her Armament, Officers and Crew—The Cuban Flag Raised.

From the Philadelphia Evening Bulletin, Oct. 1.

The steamship *Hornet* is at last fairly at sea, flying the Cuban flag, with a full crew and a heavy armament, prepared to wage war against such Spanish commerce as may fall in her way.

The history of this smart blockade-runner during the last few months has been an exciting one, from the time she left the yard of REANEY, NEAFIE & Co., at Kensington, until she completed her equipment as an armed privateer during the present week. She has shipped successively through the fingers of the customs and revenue officers of this port, the authorities of Halifax, and of the port of New-York, has shipped men, provisions, coal, arms and ammunition, within a short distance of the latter port, and is now at sea and likely to do no little damage among the Spanish steam and sailing marine.

Many erroneous statements are being published in the New-York papers as to the movements of the *Hornet*, and we therefore propose to lay before our readers a correct account of her movements since she escaped from the hands of the Halifax authorities.

In addition to the original crew, the *Hornet* shipped twenty-two men at Halifax, principally from the Innan steamer *City of Baltimore*. At that port she was joined by her former commander, Captain ESTING, and remained under his command until the present week, when she changed captains, as we shall presently explain.

Leaving Halifax on Sunday, Sept. 12, the *Hornet* took a southern course, and sighted Gay Head light, Long Island, on the 15th. She cruised in that neighborhood for a couple of days, and was then joined by a small schooner, from which she took twenty-five men, who have since appeared as marines.

Soon afterward the schooner *Onward*, from New-Bedford, arrived with arms and ammunition. Several days were lost in transferring her cargo, in consequence of rough weather, the steamer standing off and on, and the schooner lying in shore, until the Captain of the latter threatened to go home if he was not unloaded. The *Hornet* finally ran in, and on Friday night, 17th ult., the whole cargo was transferred to the *Hornet*.

The following is the armament thus obtained by the privateer: Three sixty-pound Parrots, two thirty-pound Parrots, two twenty-four-pound brass howitzers, forty or fifty copper-torpedoes, ten tons of powder, and a large quantity of shot and shell, besides small arms.

On Saturday morning, 18th ult., a tug arrived with the information that a schooner was lying off Fire Island with a cargo of coal, and the *Hornet* at once got under way and steamed down to that place, laying off and on for several days.