

THE PRIVATEER HORNET.

Her Arrival and Seizure at Wilmington, N. C.

Decision of the Cabinet in Her Case.

She is Allowed Twenty-four Hours in the Port.

**The Hornet Flying Cuban Colors—She Put
into Wilmington, N. C., Harbor for Boats—
Her Seizure by Government Authorities.**

WILMINGTON, Dec. 4, 1862.

The privateer Hornet, alias Cuba, appeared off Smithville on Saturday evening flying the Cuban colors. It has been definitely ascertained that she has 200 men and thirty officers on board. The majority of the latter are ex-Confederates. She anchored inside the bar and sent her engineer and purser to this city to secure a supply of coal, that taken on board off New York not being adapted to quick movements. Suspensions being soon aroused, the officers, after engaging a supply of coal, returned to their vessel without making arrangements to get the coal aboard. They left this city last night about twelve o'clock for Smithville, thirty-five miles below, in a small rowboat. Collector Rumley chartered the steam tug Alpha this morning at four o'clock, and, having placed in the hands of a deputy United States Marshal a warrant issued by a United States Commissioner, placed him on board with a part of the Customs' force, with orders to detain the privateer until further orders. Colonel Frank, commanding the United States troops at Fort Smithville, was expected to co-operate with the Deputy Marshal if necessary. The officers who visited the city were very bold and confident, insisting that there is no process by which the privateer can be legally detained.

The privateer was finally seized by the Deputy United States Marshal, at Smithville, at twelve M. to-day, and brought up and anchored a half a mile below the city this evening. A number of her officers are now in the city, and are positive that there is no pretext under which she can be detained by the authorities any longer than necessary to have an investigation into her armament and crew. The Cuba is a formidable vessel and is represented as having great speed. She is short of coal and provisions now, and her machinery is considerably deranged. The following is a complete list of her officers:—

Commodore, Edward Higgins; Commander, Thomas L. Dorwin; Lieutenant Commander, David A. Telfair; Navigating Officer and Lieutenant, C. H. Read; Lieutenant, Dr. Fred. J. McNulty; Surgeon, Eugene Valiente; Paymaster, Prentiss Ingram; Captain of Marines and Private Secretary to the Commodore, Dr. E. W. Dubois, assistant surgeon; D. D. Munro, first lieutenant of marines; Nicholas Ealing, master; R. Sommers, Henry B. Cooke, A. M. Mason, R. H. Gibson, William D. Phillips, ensigns; Antonio Muner, Louis French, midshipmen; Robert Graham, chief engineer; John Lynch, William H. Robinson, James Dennison, first assistant engineers; Stephen Kearny, Joaquin Aquilar, Edward Torallas, second assistant engineers; John Mulley, paymaster's clerk; W. J. Faherty, master's mate.

**The Case of the Hornet Before the Cabinet—
Her Seizure at Wilmington Disapproved—
Right of Privateers to Visit Neutral Ports
Recognized.**

WASHINGTON, Oct. 4, 1862.

Information was received here to-day by the government that the Cuban privateer Hornet, or Cuba, had put into the port of Wilmington, N. C., through stress of weather, and that she had been detained by the United States authorities at that point. The United States Marshal telegraphed this morning the above facts and asked for instructions. The President sent for the Secretary of the Navy, Secretary Fish and Attorney General Hear, and a consultation ensued. It was shown that a privateer—which the Cuba is conceded to be—could come into the port of any nation under stress of weather, and remained twenty-four hours without molestation or detention. Beyond this it is not thought that the Cuba could remain in an American port without laying the government open to the charge of harboring a privateer fitted out with the avowed purpose of preying on the commerce of a nation with which the United States is at peace. It is understood that a telegram was sent to the United States Marshal for North Carolina inquiring how long the Cuba had been in port, and other facts and circumstances connected with the case. Up to a late hour this evening no reply had been received. It is thought here that the Cuba did not remain over the prescribed time and has got to sea again. If it should turn out that the Cuba was ready to depart within twenty-four hours after she came into port, but was prevented from so doing by the United States Marshal, of course she will be released, the fault not being her captain's, but that of the Marshal.