

# PRISON SHIPS IN THE BAY.

## Spanish Cruelty and Yankee Pluck.

### Desertions from the Gunboat Crews— American Citizens Arrested and Placed in Irons by Spaniards in the Port of New York—A Mutiny in Progress.

An active and successful mutiny has broken out in the crews of the Spanish gunboats, which, if it continues, and it is not unlikely to, will be more successful in stopping these boats proceeding to their destination than any action the United States government could take:

Three of the superior officers of the crews of these vessels arrived in this city yesterday and furnish particulars of cruelties and despotic conduct to which they had been personally subjected, full particulars of which are given below. There are seventeen of these boats, partially manned, lying at the Quarantine grounds, and these men say the dissatisfaction is so general that by this time, it is expected, nearly all the crews have come ashore. They are unanimous in stating that no number of dollars would induce them to put themselves in the power of such cold-hearted, cruel despots as these Spanish captains turn out to be. These captains have no more regard for the engineers of the boats, said these men, "than they have for an American dog." No papers have been yet signed by any of the crews, and therefore all jurisdiction exercised by these Spanish captains is a vain labor which can end in no practical result, except that of driving all their crews ashore.

An application was made yesterday to United States Commissioner Shields by these three men, whose names are Wm. B. Haughwout, John J. Chambers and Wm. W. Hawes, for legal redress; but the Commissioner told them that he had no jurisdiction; that it was entirely a matter of contract between them and Delamater, the builder, and therefore they must go to the State courts.

Mr. Haughwout said—I am engaged as first assistant engineer on boat No. 24 of the Spanish gunboats lying out in the Quarantine grounds. It is a rule that when the boats are in harbor one engineer is required to be on board at one time. Chambers came on board to relieve me on the 3d of January, at seven o'clock in the morning. I undertook to go on shore, but the captain forbid it. I explained to the captain, through the interpreter, that my chief engineer had requested me to be at Delamater's shop at half-past nine o'clock to sign papers. After the captain had heard my explanation through an interpreter he denied me permission to go on shore. The steam tug Fletcher came alongside, bringing provisions to the fleet, and I asked permission to go on board this tug. After explaining my case they told me I could do so. After I got aboard the Fletcher the captain of the gunboat forbid the letting go of the Fletcher's mooring line from his boat. Mr. Chambers, my assistant engineer, not understanding Spanish, and wishing to release me, let the line go. The captain immediately held Chambers by the throat, and Chambers shook him off and threw the captain on his back. The captain ordered his men to seize Chambers and put him in irons. The men seized him, but he gallantly refused to be put in irons, and rushed into the engine room and seized a copper hammer and dared the entire Spanish navy to follow him. The Fletcher then went to another gunboat to supply it with provisions. The captain of No. 24 then came alongside and demanded that I should go on board the vessel or he would put Chambers in irons. To prevent that I went on board, and they ordered me to be put under arrest. I broke loose and signalled Captain Reynolds to come aboard. I explained my case to him, and he told the Spanish captain that he had no right to detain me, as I had not signed any articles, and was therefore not under the Spanish jurisdiction. The captain of the gunboat then left to go on board the Spanish frigate *Isabella la Catolica*, to see what arrangements could be made for my release. Captain Reynolds then went and supplied the rest of the fleet with provisions. Upon Captain Reynolds leaving the captain ordered the marines to seize me, and, with revolver in hand, ordered the men to do their duty. I was then seized by ten men and thrust down into the engine room, and a sentry was placed over me. The captain afterwards returned with permission for me to go on shore; but I was then even refused permission to go, and more sentries were placed over me. Captain Reynolds went back to the frigate and brought some officers, and after considerable talk I was allowed to leave, and I, with my assistant engineer (Chambers), left in disgust.

Mr. Hawes makes a similar statement. He says that he was chief engineer of the No. 20 gunboat, and that they discharged an engineer of his without giving him any notice, and certainly without the engineer giving any cause or provocation whatever. That engineer had been on board the boat thirteen days, and after getting the boat in order and ready for sea he was dismissed. Hawes says that he got so thoroughly disgusted that he left yesterday morning, the 4th, and does not intend to return, and that he knew others who would certainly leave last night.

### Trying to Crush Cuba—What the Cubans are Doing and What They Did Not Do—Canards of the Picayune Press.

If the gentlemen who conduct the affairs of the Cuban republic in this city were not made of sterner stuff than are many others they must have long since succumbed under the load of calumny, misrepresentation and abuse heaped on them by the picayune press. Charged with violations of law and credited with deeds never dreamed of in their philosophy, they have been as much injured by the praise of these small fry papers as assisted by their laudation. The cause of free Cuba is best served by judicious silence as to the doings of the Junta, and premature publication of contemplated movements of men and arms from the States to the revolted island work serious injury to the cause of the young republic.

Not long since a small vessel, the *Anna*, was chartered by certain parties here to take fifteen Cuban passengers to Nassau, N. P., and straightway it was announced in a morning paper that a formidable expedition had sailed for Cuba on board the *Anna*. Appearing in a paper supposed to be unfavorable to Spanish interests, the article was telegraphed in full to Havana, and Spanish gunboats were immediately sent to sea to intercept and capture the unfortunate vessel. If her crew and passengers suffer an ignominious death the paper in question will have to bear the blame.

The sensation story published in another paper concerning the alleged abduction of Colonel Ryan is declared to be utterly untrue. Ryan was in this city on Friday last and was then as far from going to Cuba as he was five months ago. Whatever aid the insurgent forces in Cuba are receiving through the efforts of the Junta is sent them from places outside the United States. No expeditions have sailed for Cuba from any American port of late and none will be sent for the present. The efforts of the Junta are now entirely devoted to the preparation of documentary evidence proving the existence of an organized republican government in Cuba, for presentation to Congress. The insurgent troops in the field against the Spaniards are expected to give a good account of their enemy in the meantime.

### The Sailing of the *Anna*.

TO THE EDITOR OF THE HERALD:—

The *Times* of the 31st stated that the *Anna* left Division avenue, E. D., on the 29th ult., with only her crew on board, but that Mr. Brown met her outside of Sandy Hook and put fifteen Cubans on board. I notified the Marshal and Collector that I was going to send twenty Cuban passengers to Nassau on her, which were put on board at the wharf, with the full knowledge and consent of the Marshal and Collector, and cleared and sailed for Nassau. The Cuban Junta does not own the vessel. Captain Sammis was discharged from the United States Navy (honorably) over a year ago, and from the *Hornet*, with the rest of the officers, and is now in my employ, not the Junta's. There was no arms on board of her and nothing clandestine in her movements or departure. GEO. W. BROWN, Owner of the *Anna*.

### The Spaniards at Sea.

The thirteen vessels of the Spanish fleet, which left this port about ten days ago, was seen at three P. M. Saturday, 1st inst., off North Eddis, S. Q.