

A SUCCESSFUL CUBAN EXPEDITION

The Trip of the Steam Yacht Anna.

Landing of a Quantity of Arms and Ammunition on the "Ever Faithful Isle"—Her Final Betrayal and Seizure by the British Authorities.

On the 23th of December, 1860, the steam yacht Anna, measuring seventy-two tons, sailed from this port, having on board some twenty-two passengers, among others the famous Colonel Ryan, General Cisneros, Captain Ricardo Ponce de Leon, General Oscar Cepede, C. Emilio Mola, Tom Little Mercier and a number of leading Cuban patriots.

Captain Endorph Sommers, who was in command of the yacht Anna when she left this port, arrived here yesterday and furnishes the following information:—We cleared for Nassau on the 23th of December, and in a few days (January 1 and 2) we experienced the heavy gales which did so much damage along the coast. We beat about so much during the gales that we ran short of coal and were obliged to put into Charleston, S. C., both to "coal up" and escape the storm. While there (on January 3), at the instigation of the Spanish Consul, the yacht was seized by the United States Marshal and detained from the 4th until the 10th, when, by order of the United States Court, the vessel was released, and we again put to sea, bound for Nassau.

The Anna was owned by a gentleman in this city; but it appears, Captain Sommers had full power of attorney granted him to enter into negotiations and dispose of her on the best possible terms. "After leaving Charleston, owing to the heavy weather," the Captain says, "we were obliged to beat about a great deal. On the 11th of January one of the gentlemen who was on board expressed a desire to purchase the boat. I entered into negotiations with him, and a sale was effected. He then assumed the direction of affairs and directed me to run the yacht up to one of the Bahamas, not far from Nassau, and here we found the brig T. Field, in charge of Señor Albert A. Fernandoz. The transfer of the cargo from the Field to the Anna was commenced at five P. M. of January 14, and at five next morning the little yacht was steaming for Cuba. The whole of the expedition on board the Anna, exclusive of the crew, consisted of twenty-two men and the following arms and ammunition:—250 Springfield rifles, 80 Remington rifles, 2 12-pounder howitzers, with complete equipments; 50 Whitney navy revolvers, 100 machetes, 50 sabres, 40 equipments, 120,000 cartridges, 8,000 metallic cartridges, 1,000,000 rifle caps, 50,000 pistol caps, 50,000 bowing caps, 3,500 pounds rifle powder, 500 pounds cannon powder, besides medicines, writing and printing material, women's clothing, shoes, &c. Having encountered severe head winds we had to lay at anchor off Green Cay, but sailed again two days after. On the 19th, at three P. M., and in sight of the coast of Cuba, we met a steamer leaving Nuevitas, but being so near the coast we continued our voyage unperceived and anchored at eight P. M. about fifteen miles from Nuevitas. The whole of the cargo was landed at half past four A. M., with the exception of 50,000 cartridges, eleven boxes of supplies and one box of equipments, which were left on board, not wishing to be discovered by daylight. After so many obstacles and risks, and only through the unabated energy of Mr. Cisneros and companions, the expedition was safe on land and the little column, in command of C. Emilio Mola, Colonel Ryan, Colonel Clancy, with the artillery in the charge of Captains Ricardo Ponce de Leon, Tom Little Mercier and Sergeant Williamson, besides Oscar Cepede and others, making altogether twenty-two men, who, intrenched and having two guns in battery, could easily resist the attacks of whatever of the Spanish columns operated in that neighborhood. There were strong Cuban forces not far from the place, and I think those arms and munitions have already proved a strong support to the Cuban patriots.

At five A. M. the Anna was steaming back from Cuba, and with daylight we discovered that we had landed in a nest of Spanish men-of-war, not many miles from us, in every direction; but not wishing to give them information of our transactions, and having no guns on board, we put on a little more speed, and shortly after we could scarcely discover the masts of the tremendous Spanish cruisers, which, if must be confessed, are used to catch blockade runners; at least they use a good deal of coal and spend a great amount of money out of the exhausted Spanish treasury, trusting their ultimate success to the efforts of the men-of-war of their allies, the wreckers of Nassau.

On the 21st we landed the remaining cargo at Green Cay and went to anchor off Rum Cay, whence we were taken in tow to Nassau by the British steamer Dart.

After a few objections the steamer was duly entered at the Custom House here, ending the first trip of the steam yacht Anna. But when, preparatory to the second trip, we asked the clearance of the vessel with a cargo of arms for St. Thomas, the Governor of Nassau most arbitrarily—as he could give no reason whatever—denied the clearing of the vessel and prevented her sailing until they obtained from a traitor one James Rodgers, who had acted as agent of the Anna, the evidence for her final