

CUBAN EXPEDITIONS.

Successful Landing of Men and Arms.

A Sloop for the Gem of the Antilles—The Geo. B. Upton Lands Nearly Two Hundred Tons of War Material—The Cubans in Good Spirits—The Way a Landing is Effected.

Notwithstanding the vigilance exercised by the United States Marshal and his aids Cuban privateers are continually slipping through the meshes of the official net and finding their way to the scene of the conflict on American soil between monarchy and republicanism. For instance, the expedition of the George B. Upton is a case in point. This daring little craft, which arrived here on Sunday, with its crew of resolute, fearless men, started from Poillon's dock, Brooklyn, on the 14th of last May, amid the congratulations and enthusiasm of a large number of Cuban ladies, who had come to bid a *bon voyage* to the patriots whom they had little hopes of again seeing, well knowing the fate that awaited the gallant band if captured by their sanguinary-minded opponents. The leave-takings were very affecting, and tender, loving women on the dock bore with heroic fortitude the separation from those whom they had most cherished. Here could be seen a venerable mother, whose refined appearance was an evidence that she in her own country had been "a lady in the land." Now as an exile she was bidding a tender farewell to an only son, who had, almost as soon as manhood was reached, volunteered in defence of his

SUFFERING AND DOWNTRODDEN COUNTRY.

Indeed, there "were partings such as press the life from out young hearts," for on so hazardous an expedition how remote were the probabilities of ever again meeting in this world! As far as the bend of the river did affectionate, tearful eyes watch the dimly receding form of the vessel, and when she disappeared many an unfortunate stranger's heart felt a sense of desolate loneliness. On board, however, there was all the inclination to give way to feelings of sentiment, but action and danger made men oblivious to the past and enforced an activity and alertness which spoke much more of living in the present and looking keenly to the future. There was no waste of time on board the Upton that night; in fact, to be even seasick was entirely out of place when such exciting business was going on. At ten o'clock, when about fifteen miles off Barnegat light, she met a schooner called the Quickstep and took on her

CARGO OF ARMS.

Every man of the 250 composing the expedition worked with a will and toiled all through that long night, transferring about one hundred tons of war material from the schooner to the steamer. At nine o'clock the transfer was completed, and the George B. Upton took a direct Southern course.

THE CRUISE

was one of little interest, as no Spanish vessel seemed to be on hand. Indeed, there was but little chance of any sort of a stringent blockade being kept when the difficulties of guarding such an extensive coast line as that of Cuba be taken into consideration. On the ninth day after leaving New York, or about the 22d of May, the vessel hove in sight of land and the dim outline of the coast of Cuba was discernable. On account, however, of a heavy north-west gale, it was found to be practically impossible to effect a successful landing that night, and it was determined to put off and wait patiently for the following evening, when more could be accomplished, as arrangements of a more satisfactory nature for discharging the cargo could be made with confederates on the shore. Just, however, as the Upton was moving off a vessel was discovered on the starboard side, which bore down with great speed until within gun-shot distance, when she slackened speed and seemed to regard the strange vessel with much apparent interest. All was now excitement on board the Upton, a fight was imminent, and the Cubans were preparing to give the enemy a warm reception. The decks were cleared for action, and the revolvers and rifles were carefully loaded and put in readiness.

THE SPANIARD,

however, thought it best to leave the stranger alone, and after sailing around her for an hour without opening fire or even demanding a surrender, sailed off and gradually disappeared beneath the horizon. The Cubans felt considerably relieved at the unexpected turn matters had taken, but much to their surprise the early sun of the 23d of May showed them another hostile steamer, which, through ignorance or disinclination to meddle with an unknown craft, changed her course, steering towards the coast. She was evidently one of the gunboats, and supposed the Upton was a mail steamer coasting there on government business.

OFF THE COAST.

On that night the expedition put again to sea as soon as the last vessel had disappeared, but finally anchored about a quarter of a mile off the coast and commenced unloading. The weather was balmy and delicious, as mild and pleasant as could possibly be found under the sun. The scenery, with the varying alternate lights of shade and sunshine towards evening, was of a peculiarly grand and romantic character. Inland stretched the lofty range of the Copper Mountains, and from their verdant sides, forming a natural watershed, a number of streams meandered down to the beach of the island and discharged into the sea. The low tract intervening between the central elevations and the shore seemed to be very fertile, and in one of the streams a small Spanish gunboat could be seen; but that craft, with a kind of lofty disdain, took no notice of the Upton, and seemed to be enjoying a perpetual *siesta*. The alluvial mould made the water very black. During the operation of unloading a little accident happened which might have been attended with fatal consequences if it had occurred in deep water. This was the capsizing of a boat, with twenty-two men. This delayed work for some time, although when it was ascertained that no one was drowned, much merriment, despite the danger of the position, was indulged in.

THE RAFTS

used on the occasion were pontoons made of long India rubber tubes, which were inflated by a bellows. They could be packed, when not filled, in a box of four feet square, but when inflated formed a serviceable raft of twenty feet by six, and capable of carrying from ten to twelve tons. These were towed by a little steam launch of about five tons, which formed part of the cargo. The work was continued without interruption until seven o'clock next morning, when seventy-five tons out of the hundred composing the cargo were landed. Believing it to be dangerous to prosecute the work in daylight, and also desiring to throw the Spanish authorities off guard as to the locality where material was landed, the captain steamed off a distance of thirty miles and waited until the following night, and before three o'clock on the morning of the 24th the balance of the cargo, consisting of some twenty-five tons, was safely landed. The connections throughout were admirably planned, and this bulky cargo was removed almost in sight of the Spanish authorities and conveyed to a secure depot. The Cubans worked with their accustomed enthusiasm, but not being seafaring men, and having a morbid dread of water, occasional doucings in the surf were very laughable. Here was a distracted youngster making frantic endeavors to prevent his trunk from going overboard, and there was another brave equally determined on saving a carpet bag which had dropped into the sea. Away he plunges into the briny, gets caught on a tidal wave and is astonishd by a marine toss on the beach, which was as good as a circus. Up he gets like a half-drowned rat and the American sailors and his own companions rend the air with shouts of laughter. The rat soon returned from the shore bringing Colonel Betancourt, of the patriot army, who came on board to notify the captain that the landing place was very good and could not be surpassed. In addition to its harbor qualities, the expedition placed themselves under his command and very soon the 250 recruits constituted a capital

ENTRENCHMENT

of timber and sand, and on each angle a monster field piece, brought over in the Upton, was placed, ready for work. The Colonel was in the best possible spirits and felt confident that he could repulse the Spaniards if they should make an attack, even though they exceeded his forces three to one. The scene at the fort brought back many reminiscences of the late war. Here were the same daring recklessness and intense patriotism that would brave all for the sake of accomplishing the high purpose for which the struggle was commenced. Swarthy, determined looking men on this evening were reclining on the entrenchments and with that peculiar vivacity which partook more of the French than the Spanish characteristics were discussing matters in an undertone. The cargo had been safely deposited in a shed, well protected, and even then preparations were being promptly made to have it removed into the interior.

THE ARMS

landed will be of immense service to the struggling Cubans. The Upton left there 3,250 Enfield rifles, 300 Remingtons, 10,500 pounds of powder, 250,000 cartridges for Spencer rifles, 400,000 cartridges for the Remingtons, 1,000,000 cartridges for the Enfields, 600 matches for cannons, 4,000 pounds of sulphur, 10,000,000 of caps, 75 cases of clothing, 40 cases of shoes and 25 cases of medicines and other materials. At half-past seven on the morning of the 24th all was ready for sailing, and the gallant little band left behind assembled on the beach and rent the air with loud huzzas for "Cuba Libre." The sailors on board the Upton answered with wild yells, and in an hour afterward the place was lost in the distant horizon and the vessel was steering for Port au Prince, Hayti; but the course was soon changed, and the Upton arrived at Aspin-

wall without encountering a Spanish cruiser or one of Delamater's gunboats between Guanaja, the landing place, and Cape Maisi, although keeping within sight of the coast the whole time.

THE SECOND EXPEDITION.

The Upton reached Aspinwall about the first day of June, and on the third embarked Colonel Marino Lono and ninety-five young, dashing Cubans full of fight. The necessary repairs were soon made to the engine, and another cargo of war material taken on board, fresh provisions, &c. Towards the evening of the 3d the expedition again set sail for the south side of Cuba. The cargo amounted to sixty tons of war material. On the 9th of June, about eight in the evening, the coast of the "ever faithful Isle" was sighted. The difficulty now was to find a safe landing place. When a quarter of a mile from the coast a boat was lowered and four men were sent ashore to find a safe harbor; but after an hour's search they returned unsuccessful, and the steamer was obliged to continue on her course, and after a run of thirty-five miles found the search at that time of the night to be fruitless, and accordingly hove to until the evening of the 10th. But even now

THE DIFFICULTIES

were not surmounted, as the confederates on shore could not be found and the Upton's signals were not returned. This was discouraging, as the chief of the expedition, Mr. Cisneros, was anxious to effect a landing in that particular spot, as the cargo could from it be more readily transported to the army. The impossibility of carrying out his intentions becoming more and more evident, he decided on landing on the northern coast in about the same locality as the first discharge took place. At nine o'clock in the evening of the 12th of June the Upton arrived at the old rendezvous, and immediately after anchoring Colonel Lono went ashore with four of his men to ascertain its capacities as a landing place. He soon came off much elated at the favorable prospect offered, and in about twenty minutes boats were lowered and all hands went earnestly to work, and before three o'clock on the morning of the 13th the following

LANDING OF WAR MATERIAL

took place. Colonel Lono was left 2,500 Enfield rifles, 250 Remingtons, 200 Rossings, 100 Spencer carbines, 9,000 pounds of powder, 350,000 cartridges for Enfield rifles, 25,000 for Spencers, 100,000 for Remingtons, 1,000,000 caps, two brass field pieces, with complement of ammunition, and a number of boxes of medicines and clothing. At six o'clock on the 13th the vessel steamed for New York, and kept for several days in sight of the Cuban coast endeavoring to find a cruiser, but was disappointed in its laudable pursuit. The last thing left with the patriots was the little steamer Laurel and a large case of torpedoes, which look like brass kettles, and are said to be most effective and destructive. This launch will in future be used as a torpedo boat, and the Spanish men-of-war in the harbor of Havana will some day get a surprise unless they keep a very sharp lookout. The weather was very pleasant, the thermometer ranging between seventy-eight and eighty-five.

NO DEATHS OR SICKNESS

occurred, and the commander of the Upton says he can land as often as he pleases at the same locality, and should he be attacked will have a strong support from the intrenchments, which now mount several heavy pieces of ordnance. Commander S. Dornin and his first officer, Captain R. Summers, late of the Anna, have had considerable experience in this risky business, and the mate—Henry Cook, a graduate of Annapolis—has been some time in the late war, and knows many of the dodges of blockade running. The Upton is not a fast vessel, only managing to run about eight and a half knots an hour; but she seems to have wonderful luck, for if once sighted by a Spanish cruiser she would have little chance. The officers and men are all very reticent, and they have every need to be, as spies are continuously hovering around the vessel attempting to gain information of the future movements, which will be kept a profound secret until the right time comes. A very large expedition is now in process of organization, and most of their cargoes will consist entirely of heavy ordnance for the mounting of the fort at the rendezvous. This place has really become a port of entry, and the Cubans have determined to hold it at all hazards.

Another Account of the Upton's Second Landing.

HAVANA, June 20, 1870.

The steamer George B. Upton has effected a second landing on the Cuban coast. The following particulars are given in the official reports from Puerto Principe:—

The George B. Upton left Aspinwall on the 8th inst., and on the 12th reached the mouth of the river Herradura, on the Cuban shore. There she landed Colonel Lono, with twenty-two men, and her entire cargo, consisting of 1,000 stand of arms, a large quantity of ammunition and a French repeating cannon. Some correspondence between Cisneros and Cespedes, which has fallen into the hands of the Spaniards, shows that this cargo consisted of the material left on board at the first landing, supplemented with fresh supplies embarked at Aspinwall.

Six of the filibusters have been killed since landing, but whether they belonged to the first or second party is not stated.

A rumor that the Upton was ashore some where on the coast has sent a number of gunboats in search of her.

Ten cases of vomito and cholera are reported in the jurisdiction of Puerto Principe.