

STRUGGLING CUBA.

THE GOICOURIA-CRISTO EXPEDITION.

CRUISE OF THE LILLIAN.

Conflict of Authority and Almost a Mutiny.

BUSHWHACKING IN THE BAHAMAS.

Capture and Release by the British Authorities.

In the *HERALD* of Thursday, 7th inst., there appeared a full and reliable narrative from our special correspondent who accompanied the expedition of the cruise of the Alabama, that left this port on the 28th ult. with what is known as the "Goicouria-Cristo expedition." That narrative detailed all the particulars up to the arrival of the patriotic recruits under General Louis Edward Cristo at Cedar Keys, Fla., on the 1st inst. We are this morning enabled to lay before the readers of the *HERALD* further details, commencing where our correspondent closed:—

THE EXPEDITION AT CEDAR KEYS.

The recruits, numbering 401 men and seventy-two officers, arrived in the Gulf of Mexico on the 1st, and there awaited the coming of General Dominguez Goicouria from Georgia with additional forces, and the steamer *Lillian*, from New Orleans. The commander-in-chief arrived from Savannah on the 3d, accompanied by but twenty-two men from Southwestern Georgia, including General Samuel S. Williams, an ex-Confederate of some reputation; Colonel Schomberg, Captain Louis Mosejean, who acts as aid to General Goicouria; Captain Puryler, a noted guerilla of Mosby's command, and Captain Dohme, who takes a position in the artillery branch of the service.

TROUBLE BREWING.

On the 3d, while the *Lillian*—which had arrived that morning—was taking in the artillery and other munitions of war and removing the commissary supplies from below the coal, where it had been stored at New Orleans, the first symptoms of dissatisfaction were manifested. General Goicouria had pledged himself to give Cristo the second command, and this able officer had, from about the 1st of August, been engaged in organizing the recruits, and had successfully out-maneuvred the United States authorities. His superior's first act was to issue an order placing General Williams over him. This met the determined opposition of the New York recruits, who declared they would not go unless their old commander was restored to his position. Under these circumstances the order was countermanded and General Cristo again assumed his old position. Confidence was thus restored and order was brought out of chaos. The 3d and 4th were employed in completing arrangements for the voyage. All the munitions of war lying in the storerooms of the Florida Railroad Company were on board on the morning of the 5th when the collector was asked for the vessel's clearance. He refused to surrender the papers.

SHE PUTS TO SEA.

Between one and two o'clock of the same afternoon Captain Harris gave the command to cast off the lines, and a moment later the *Lillian* steamed out on high tide without her papers.

On clearing the harbor General Goicouria ordered the captain to head his vessel for Campeche, Mexico. The charts were consulted, bearings taken and in a few minutes the noble craft was put down to her fullest speed—about sixteen knots per hour. At this time her decks were crowded by the patriots, whose hopes centered in her ability to distance any Spanish men-of-war that might be lying in wait for her outside.

With foam before and fire behind
She scuds the clinging sea,
That flies before the soaring wind
Beneath her hissing lee.

For the entire night the *Lillian* kept on her course, making fully sixteen knots. Early on the following morning (the 6th) General Goicouria appeared on deck, and, approaching Captain Harris, ordered the course of the vessel changed to a certain port on the Yucata Abajo district, that for prudential reasons is not given here. The order was complied with, but the change of course was detected by the officers and men, who at once instituted inquiries and discovered their destination.

MORE SYMPTOMS OF MUTINY.

"Confusion worse confounded" at once reigned on board. Nearly all the command were Cubans, who were familiar with the difficulties of landing at a point so far distant from the main republican forces that they would in all probability be cut to pieces before they could unite with any large body of patriots. Earnest protests were at once poured into the ears of the General Commanding, who finally yielded to the demand for a popular vote. A council of war was had, General Cristo, who is familiar with every foot of the territory where it was proposed to disembark, having been the leader of the popular uprising there in 1850, set forth minutely the difficulties to be overcome, and declared it unsafe for a command less than 2,000 men to attempt a landing. When the vote was taken, all but fourteen opposed the proposed point of debarkation. A council of war, composed of officers, was subsequently convened, when the question was fully considered, all of them agreeing in Cristo's view of the objections—the Commanding General included. A point of landing was finally agreed upon and the vessel proceeded on her course along the island.

COASTING.

The 7th and 8th were characterized by no unusual incident, the vessel still keeping on her course, without encountering any vessel of war or marine. On the 9th, off the Heights of Sagua La Grande, the British bark *Amelia* was sighted. She showed her colors, but the *Lillian* gave no response. Later in the day the chief engineer reported the vessel short of coal.

BUSHWHACKING IN THE BAHAMAS.

The *Lillian* had started from New Orleans with two hundred tons of coal of an inferior quality, which burned rapidly; hence the unlooked for lack of fuel. Another conference of officers was called, in which the pilot of the expedition, Louis Camachio, participated. It was finally decided to make one of the Bahama keys and take in wood. The course of the vessel was again changed, and on the 10th Norman Key, distant seventeen miles from Ray Key, was sighted. This key is inhabited only by a negro family named Dix, the progenitor of which prides on the title of Governor Dix. It is poorly wooded with small timber and deficient in water. The men were disembarked in boats the same day, and, provided with axes, commenced cutting wood to enable the vessel to continue her voyage. It was found, however, that the wood on the island, besides being of an inferior quality, was insufficient to supply the demand of the ship's voracious stomach. Another conference was had, and, under the pressing exigencies of the hour, it was decided to send in a commission to the agent of the Junta Cubana, at Nassau, twenty-four miles distant.

THREE DAYS AT SEA IN AN OPEN BOAT.

A boat was launched and General Cristo, Juan Clemente Zenea and pilot Comanchio, with one day's rations, set sail for that port. They encountered strong currents and head winds that delayed them, their supplies ran out and, after buffeting the winds and currents for three days, they made the port of Nassau on Wednesday the 13th. The agent of the Junta was at once consulted, and he rendered all the assistance in his power. They secured a schooner and loaded her with 100 tons of coal, ostensibly destined for St. Domingo. At the last moment when she was ready to sail the captain called for his clearance papers, and a new difficulty presented itself. The officials refused to give a clearance unless bonds were given that the coal should be landed in St. Domingo. This occurred on the 14th inst.

THE BRITISH SCENT THE LILLIAN.

On the 15th, while the commission and the agent of the Junta were negotiating with the customs officials for the clearance of the schooner, a wrecking vessel came into the harbor, having on board second mate Conklin, of the *Lillian*, who had been despatched to ascertain the whereabouts of the commission. The schooner had not dropped her anchor an hour when it was noised abroad by the negro sailors that a steamer was lying at Norman Key. This reached the ears of the Governor, who immediately despatched the British man-of-war *Lepwig* to capture her and bring her into the port.

CAPTAIN HARRIS SHOWS HIS COLORS.

On the morning of the 16th the *Lepwig* ran alongside the *Lillian*, and sent a boat off containing the English commander. As his boat ran under the steam of Cuba's hope the gallant Harris threw the flag of Cuba to the kisses of the gulf breeze. The Englishman boarded her and ordered Harris to run down his colors. "No, never!" exclaimed Harris; "that is the flag of my young country, and if you want it lower it can only be done by your superior force. Let British hands defile it; I shall not." It was run down and laid away, and British officers were put in charge. The *Lillian* was carried into port a prize, the men still remaining on the island, where they had six days' supplies.

ALL HOPE GIVEN UP.

For some time it was believed that the British authorities might release the craft, but all hopes vanished by Sunday the 18th, when the *Eagle* was to leave for this port. Conferences were held between the Junta agent, Messrs. Zenea, Cristo and Camachio, who in the council of war held on the 9th, vehemently protested against the command being left on the key, on account of the scarcity of water, urged upon them the necessity for immediate action looking to the chartering of another vessel to rescue them from starvation or capture by the Nassau authorities. He was seconded by the whole party, and Messrs. Cristo, Camachio and Zenea, took passage on the *Eagle* for this city to secure from the Junta succor for the men. The lighter that took the passengers out to the *Eagle* arrived about eleven

o'clock at the vessel, and the General, who had been suffering for some days with serious indisposition, at once retired to his state room.

UNEXPLAINED CONDUCT OF CAMACHIO AND ZENEA.

On awaking and inquiring for his fellow voyagers, Zenea and Camachio, the General was astonished to hear that at the last moment, when the lighter left the vessel's side, they had jumped on board of her and gone ashore, leaving their baggage on board. He also learned from the purser that the *Lillian* had been released. The old General, it is said, could scarcely suppress his mortification; but there was no alternative but to come to New York, as the *Eagle* was now under full headway. Taking this incident in connection with the effort of General Goicouria to reduce Cristo's command, it looks very much as though there was a conspiracy on the part of the minority to get rid of him and run the expedition into the point originally intended. The particulars of the release of the vessel have already been given in our Nassau correspondence.

THE VICTIMS ON THE KEY.

When put ashore on the key, on the 10th, the volunteers, including Goicouria and Williams, had but eight days' supplies and it is feared will suffer from hunger before the *Lillian* can again succor them. Taken altogether it would seem that since General Goicouria took command nothing but disaster has attended the venture to give aid to the struggling Cubans, and it will not surprise the public if it ends in a worse fiasco than that anchored on Gardiner's Island.

THE MEN AND WAR MATERIAL.

Originally it was expected that the expedition would number 1,500 men and twenty-four pieces of artillery, 10,000 repeating rifles and all the necessary concomitants for successful warfare. The failure and bad management of those having charge of the portion fitted out in the Southern States reduced it to one six howitzer battery, 334 officers and men and 750 repeating rifles, 2,500 Enfields, several cases of sabres, 1,000,000 cartridges, accoutrements for 3,500 men and other necessary munitions. It may be remarked that the statements made in sensational journals of yesterday regarding this expedition are in nearly every particular fabrications, especially that relative to the sailing and reported capture of the *Lillian*.