

## THE CUBAN NAVY.

**The First Cuban Man-of-War—Nucleus of the Cuban Navy—The Steamer Cuba—Facts Regarding the Vessel—Sketches of Her Officers.**

As the Cuban man-of-war Cuba, late the steamship Hornet, has entered upon her duties in the service of the infant republic of the "Gem of the Antilles," a few remarks regarding the vessel and sketches of her officers will, without doubt, be interesting to the public. Therefore we place before our readers reliable information that has come to us on the subject.

The Cuba was, during the late war, the celebrated blockade runner Lady Sterling. She was built upon the Clyde, and is noted for great speed. She is a long, low, rakish sidewheel steamship, schooner rigged, and of 1,000 tons burden. She carries a complete and heavy armament, a full crew and a corps of marines, and being well officered and equipped will, without doubt, soon make herself known to the world and feared by Spain.

The Cuba is not intended for a privateer nor a blockade runner, as has been stated, but is a regular man-of-war, in the service of the Cuban republic, her officers being regularly commissioned.

### HER OFFICERS.

Commodore Edward Higgins, of Louisiana, formerly an officer in the United States Navy and late a brigadier general in the Confederate service, commands the vessel, and is also Commander-in-Chief of the Cuban navy. He has always been noted as a brave, energetic and able officer.

Lieutenant Commander Thomas L. Dornin is the executive officer of the ship. He is a son of Commodore Dornin, of the United States Navy, and was educated at Annapolis. During the late war he served in the South and was a lieutenant on board of the Rappahannock. Since the war he was first officer of the Cuyler, in the Peruvian service.

David A. Telfair is the senior lieutenant and navigating officer of the Cuba. He is a North Carolinian, served through the Southern war and was an officer on board of the Rappahannock.

C. W. Reed, of Jackson, Miss., was brought up in the United States Navy. He was a lieutenant on board of the ram Arkansas, that won such a worldwide reputation, and commanded the Webb in her daring attempt to pass New Orleans, the federal fleet and the forts. He also made his name famous by capturing a United States revenue cutter in the harbor of Portland, Me. Mr. Reed is junior lieutenant and assistant navigator of the Cuba.

Master N. H. Esling is an old sea captain, having been in the merchant service for thirty years. He is a native of Philadelphia.

Master Rudolph Sammers, of Denmark, entered the United States Navy as master's mate in 1861, served in the celebrated "Mortar Fleet" at the capture of Fort Jackson (then commanded by the present commander of the Cuba) and at the first attack on Vicksburg. He also served with distinction in the waters of North Carolina and Virginia and was twice promoted for gallantry, and was severely wounded when the Satellite, of which he was executive officer, was captured in the York river by a party of rebels, one of whom is now an officer on board of the Cuba.

Ensign Henry B. Cook is from Norfolk, Va., was educated at Annapolis, and was, up to the breaking out of the late war, in the United States Navy. He served through the war on the Southern side. He was known as a brave and gallant officer.

Ensign R. H. Gibson is a Rhode Islander, and for a number of years has been a master in the merchant service of England.

Ensign A. M. Mason, of Virginia, was educated at Annapolis, and served with distinction in the South during the late war.

The Marine Corps is under the command of Captain Prentiss Ingraham, of Mississippi, a son of the late author, G. H. Ingraham. Captain Ingraham served through the Southern war and has since seen some foreign service in Austria and in Crete.

First Lieutenant of Marines David D. Monroe was for some years an officer in the English army; emigrating to America he adopted North Carolina as his home, and during the late war espoused the cause of his State and rose to the rank of colonel of the Second regiment of North Carolina Volunteers.

Paymaster Enrique Valiente is a native of Santiago de Cuba. He has espoused the cause of his native country and has been a severe sufferer by the Spanish rule. He has twice been arrested by the United States authorities while endeavoring to enter the service of his beloved land. In him our readers may recognize Henry Hart, of New Bedford notoriety, who, after his release from jail in Boston, hastened to New York, and through the kindness and ingenuity of a personal friend and lover of the Cuban cause was safely conveyed to the Hornet, there receiving the hearty welcome of his brother officers, who sympathized with him in his many trials.

Surgeon Frederick G. McNulty, of Virginia, is the chief surgeon of the ship, and during the late war held the same position on board the Shenandoah, that made such a long and successful cruise.

Dr. E. W. DuBose, of South Carolina, was attached to the staff of Stonewall Jackson during the rebellion; he is now assistant surgeon of the Cuba.

Louis French, the chief engineer, is an Englishman, and well known as a first class man in his profession.

Robert Graham, of Canada; John Lynch, of England, and William H. Robinson, of England, are first assistant engineers.

Stephen Kearny, a nephew of General Kearny; James Dennison, of England, and Joaquin Aguilar, of Cuba, are second assistant engineers. Edward Torazo and Pascual Osorio, of Cuba, are the third assistant engineers.

William D. Phillips, of Philadelphia, and Antonio Munoz, of Santiago de Cuba, are the two midshipmen.

John C. Mullan, of Texas, who during the late war was special scout to General Hood, is paymaster's clerk.

W. J. Flaherty, of Washington city, the master's mate, and Charles L. Street, of England, the paymaster's steward, complete the list.

The Cuba also has a full complement of petty officers, and her crew of seamen, marines and landmen are picked men, ready and willing to aid in gaining the independence of the Cuban republic.