

THE SPANISH FLOTILLA.

Further Delay in the Sailing of the Gunboats.

Indignation Meeting on the Wharves and Scenes About the Spanish-American Navy Yard.

Sixty Policemen Force Back the Crowd.

The Spanish gunboats still lie at anchor in the North river, near Thirteenth street, their departure being delayed by the difficulty in getting all their engineers aboard and the hourly discovery of additional wants. The storm interfered very much with their arrangements for leaving; but as all the engineers and firemen were secured yesterday and the vessels have completed their preparations for sea it is probable that they will leave to day. There is some doubt of this, however, and possibly the gunboats may be detained a day or two longer.

THE SCENE YESTERDAY

was very animated throughout the day. Crowds of small boats were constantly passing to and fro with men and articles for the gunboats, and the Pizarro was running up signals every few minutes, which served to direct movements on board the flotilla. Several of the vessels changed their anchorage so as to avoid the risk of collision rendered imminent by their proximity to each other, and these movements created some excitement among the uninitiated spectators, who failed to see in the disorder observable on the gunboats' decks their unreadiness for departure. When the first gunboat, started followed immediately after by two or three others, the crowd made sure that the flotilla was about to sail, but no demonstrations of any character were made. One of the gunboats in shifting her position collided with the Pizarro, carrying away the jibboom of the latter, whereat the spectators manifested great satisfaction mingled with regrets that the damages were so slight. The excitement culminated about three o'clock, when an immense crowd assembled, attracted by an announcement in the morning papers of

AN INDIGNATION MEETING,

to be held at the foot of Thirteenth street at that hour. Shortly before three Captain Washburn, of the Metropolitan Police, appeared with thirty-five policemen, and was soon after reinforced by twenty-five more. Officers were stationed at close intervals all along Thirteenth street from Tenth avenue to the pier, and the captain, with a large force, proceeding to the wharf pressed back the crowd, clearing the entire space adjacent to the docks. The assemblage was composed principally of Americans, evidently attracted out of curiosity, but its elements were such that an exciting speech would undoubtedly have precipitated an attack upon the unfinished gunboats lying in the dock. There were a few Cubans present, but no one that seemed to have any connection with the call for the meeting. It was evident that the call had not issued from any responsible quarter, and the crowd, after clambering over lumber piles to secure favorable posts of observation quietly dispersed. There were a large number of armed roughs in the throng, who had been hired by the Spanish agents for the occasion, and had any person been foolish enough to make a denunciatory speech there would have been serious trouble. The presence of so large a police force prevented any offensive demonstrations from being made, and no one cared to make a harangue. The police were ordered to the place in consequence of representations made at headquarters that a raid upon the gunboats was apprehended and to prevent a riot. The force consisted of details from the Fifteenth, Sixteenth and Twenty-eighth precincts, and, the people having dispersed, left the place before dark. All the circumstances of the affair indicate that some of the Spanish agents published the call for the indignation meeting for the purpose of enhancing their own value in the eyes of their masters, and thereby retaining their hold upon the Spanish purse. No one believes that the Cubans had anything to do with it, as no sensible man, unless he were a Spaniard, would be so foolish as to call such a meeting at such a time and place. The result of the affair will probably be, as was no doubt intended, a demand upon the civil authorities for a strong police force to protect the unfinished gunboats.

THE OFFICERS AND CREWS

of the eighteen gunboats are now complete. Gunboat No. 13 is not being ready, No. 19 goes out with the first flotilla. Each vessel has a crew of fourteen men from the Pizarro and an abundant supply of small arms and ammunition. The following is a correct list of the commanders and engineers of the gunboats:—

Commander of the fleet—Captain Casarago.

Ericsson—Lieutenant, Alvargomader; engineers,

Henry McCourt, James Gollon and David McCourt.

Acute—Lieutenant, Jerry; engineers, Philip Smith,

George Mowbeary and James S. Oiterron.

Rapido—Lieutenant, Frague; engineers, John S.

Duston, Elul Barnaby and Charles A. Smith.

Argos—Lieutenant, Bellstrols; engineers, Charles

McDonald, Joseph Blanco and Charles E. McDonald,

Jr.

Lance—Lieutenant, Benpuner; engineers, Charles

E. Robinson, Samuel Craig and Francis Murphy.

Cenunela—Lieutenant, Olivares; engineers, Joseph

B. Connell, Gracia Conue and Peter Donald.

Guardia—Lieutenant, Orme; engineers, William

Stork, Andrew Jackson and P. A. Cottrell.

Vigia—Lieutenant, Piero; engineers, John Hurley,

John McGuire and Patrick Burke

Astuto—Lieutenant, Cuberas; engineers, William

Constantine, E. A. Donor and Raymond Guilloyle.

Dorado—Lieutenant, Carnavaus; engineers, E. S.

Thompson, Robert Powell and Frank Adams.

Eco—Lieutenant, Gurman; engineers, William

Crawford, Phineas J. Inale and Foster E. Shutter.

Destello—Lieutenant, Lorente; engineers, J. E.

Mockabee, James Sullivan and Albert L. Spencer.

Contramaestra—Lieutenant, Diaz; engineers,

Madison Wisman, Jose Garcia and Benjamin Tit-

comb.

Marinero—Lieutenant, Leste; engineers, H. E.

Norris, Isaac Parks and Edgar S. Elliott.

Soldado—Lieutenant, Prenda; engineers, Wm. B.

Simpson, Francis M. McHugh and Edward S. Har-

rison.

Ceage—Lieutenant, Rivera; engineers, Simon S.

Snyder, Wm. A. Maria and John Darlington

Lebrei—Lieutenant, Lagumetta; engineers, John

Monroe, Wm. Manning and David Gunning.

Colibri—Lieutenant, Moscosco; engineers, Patrick

McGarry, C. W. Green and J. C. Applewhite.

The following is a list of the officers of the Pizar-

ro:—Captain, Evaristo Casarago; second captain,

Francisco Llobregat; lieutenants, Don Ramon Pine-

iro, Don Jose Padriuan, Don Angel Lopez and Don

Narciso Rodriguez; purser, Don Manuel Munoz;

surgeon, Don Bafactante; chaplain, Don Julian

Rodriguez; chief engineer, Don Ricardo Santiago.

In addition to the above there are four engineers,

seventeen marines, eighty-six seamen and twenty-

seven firemen on board belonging to the ship's

company proper.

The Isabel Catolica, now on the way to this port,

having on board the officers and crews for the

twelve gunboats not yet completed, is a first class

paddlewheel corvette of 500 horse power, and car-

rying eleven officers and a crew of 200 men. She

mounts sixteen guns and is a fast vessel. She is

commanded by Captain Macon, and is expected to

arrive on Tuesday.

Captain Navarrete, secretary of the Spanish Ad-

miral in command at Havana, left on Thursday in

the Morro Castle for Cuba, in order to expedite the

armament of the flotilla on its arrival there.

A CUBAN ATTACK

on the flotilla is apprehended by many, though there is not much fear of the gunboats being molested at their present anchorage. Some uneasiness has been occasioned among the Spaniards by the reports in circulation respecting mysterious vessels said to have been seen off Sandy Hook, and especially by the rumors in relation to the steamer Anna, alleged to have been purchased by Cubans in Newburg. The citizens of that city state that the Anna left there suddenly Wednesday night, that she had just been put in perfect order, that she was officered by Cubans and had little or no cargo. All her bills, amounting to about \$6,000, were settled before her departure, and the supposition was that she was intended for some secret purpose. There is a possibility of the flotilla being attacked at sea, and as the Pizarro is a very slow vessel and the gunboats have no cannon, a strong, fast steamer in the hands of bold men might run down and destroy at least a portion of the little squadron. An excellent opportunity for a display of Cuban enterprise is presented in the departure of these vessels, and if the Cubans take a lesson from some of the incidents of the late war in this country they will astonish the gunboat managers before long.