

THE CUBAN HOAX.

The Departure of the Phantom Cuban Army Etherealized—When and Why the Arago Left this Port, and What Went on Board of Her—Ventilation of the Sensation Rumors—Sailing of Another Goblin Ship.

A batch of absurd and "fishy" rumors were adrift throughout the city yesterday, to the effect that the steamship Arago had surreptitiously quitted this port on Tuesday evening with a young army on board, a moderate sized arsenal full of arms, a magazine of powder, two or three pyramids of shot, shell, Greek fire, nitro-glycerine and a mile or two of chain lightning, all of which interesting material was intended for the exclusive use and benefit of the Cuban patriots who are now agitating the woods and mountains of the "Ever Faithful Isle" by efforts to free themselves from the yoke imposed upon them by Spanish domination. The whole yarn was of the finest Bohemian spread-eagle texture, as the most diligent inquiry revealed, and the names of officials of the government and individuals of mythical origin were lugged in to spice the sensational repast.

THE ACTUAL FACTS

concerning the departure of the Arago are these. On Friday last the vessel "cleared" at the Custom House, and on Saturday she hauled out into the stream from her dock and proceeded down the bay. In consequence of the heavy storm which prevailed, as all may remember, on Saturday, and on Sunday in particular, she lay at anchor inside Sandy Hook until Monday, when she put to sea.

From the manifest which was sworn to by the captain, John Hilton, at the Custom House, it appears that her cargo was made up as follows:—150 barrels of bread, 60 barrels of flour, 50 barrels of pork, 50 barrels of beef, 20 barrels of lard, a quantity of butter and other provisions, including vegetables, &c.; 11 cases of clothing, 16 cases of engineers' stores and 63 barrels of powder. The articles of the steamer state that she is bound to St. Thomas, and she is allowed at any time during the voyage to change her flag to that of the Peruvian government if so desired by the owner. The articles contain a list of the crew, who have shipped for twelve months, and provide that if they are paid off before the expiration of that term they shall receive a month's wages above that due for the time served. The following are the names and positions of the men shipped:—

Captain—John Hilton.

First Officer—Arthur Gardner.

Second Officer—Charles E. Beck.

Third Officer—W. Brinck.

Carpenter—John Brown.

Engineers—Chief, R. W. Major; First Assistant, John Jones; Second Assistant, Jacob Muller; Third Assistant, Peter Jackson.

Steward—Robert Roberts.

Storekeeper—George Johnson.

Seamen—George Hendrickson, John Brady, Michael Jacobson, Gustaf Worsen, George Cole, Charles Hoebeck, William Thompson, Hans Hanson, Edward Francis, William Walsh, James Warren, William Morris.

Water Tenders—James Peters, John Adams, Peter Jackson.

Oilers—John Moore, William Monroe, Geo. Brown.

Firemen—John Bow, James Fitzsimmons, John McGrath, Dennis Halsey, Henry Munroe, James Reilly, Michael Fanning, James Reilly, 2d, Matthew McCormick, George Adams, John Armstrong, Arthur Raymond.

Coal Passers—James Porter, John McNamara, Thomas Gilligan, Bernard Sharp, William Doyle, Carroll Dayley, John Dunnigan, Robert Carney, Thomas Donnelly, Thomas McBride, Thomas Gallagher, Charles Bloom.

Engineer's Storekeeper—John Waters.

Officers' Mess—William Redmond.

Sailors' Mess—John Barstow.

Firemen's Mess—John Hughes.

Cooks—Thomas Cook, Charles Siebert.

Baker—William Cronan.

Waiters—Edward Casserly, Oscar House, Michael Roderigo, Thomas Burk, Frederick Smith.

PRICKING THE BUBBLE.

Yesterday United States Marshal Barlow was active in investigating the rumors, and employed some of the most expert attaches of his office in endeavoring to find some substantiation of the interesting narrative. It may be no disparagement, however, of the abilities of either the Marshal or his detectives to state that not a single trace of the reported expedition was developed by their search, and other officers of the general government were equally devoid of information on the subject.

The Navy Yard was also visited in quest of information. It was imagined that had the United States Marshal become convinced that a filibustering expedition of formidable extent had left this port for Cuba he might call upon the Navy Department for the use of a swift vessel to pursue and overtake the runaway craft, and it would be placed at his disposal, particularly under the existing circumstances of there being two or three now at the yard that could be fitted out for such a chase in three or four hours.

Reaching the yard nothing unusual was observed. In fact, the different departments seemed quieter than ever. But perhaps that was no indication of the absence of important movements, as it is proverbial that government institutions are little stirr generally. An official fully posted upon all matters of interest regarding the operations of vessels was called upon, when the following conversation occurred:—

REPORTER—Have you been officially informed, sir, that a vessel left this port yesterday with soldiers on board for Cuba?

OFFICIAL—Heard nothing of such an affair.

REPORTER—Had it occurred would it be likely that you would receive early information of the fact?

OFFICIAL—Very likely.

REPORTER—Should the department order a naval vessel after such a supposed craft could you obey the directions in time to be of any service?

OFFICIAL—Yes, sir; we have vessels here that could be got ready in two or three hours.

REPORTER—Then neither officially nor otherwise are you acquainted with such a rumored affair?

OFFICIAL—Neither, sir; nor do I believe anything of the kind.

DESTINATION OF THE PHANTOM SHIP.

As to the real course of the Arago there is little doubt, and that her destination is not, directly or indirectly, the "Queen of the Antilles" there is no doubt. On Wall and Front streets it has been well known for the past three weeks that the Arago was fitting out for the Peruvian government with coal and stores to take to St. Thomas, where, having supplied the other Peruvian vessels there, the entire fleet was to weigh anchor and start for Callao. Provisions were put on board the Arago to supply only seventy-five men for thirty days, so that a crowd of filibusters as large as has been represented would be in rather a bad fix after a few days at sea. She is now far out at sea, with nothing more belligerent on board than a belaying pin or a navy revolver.

Mr. W. R. Grace, who cleared the ship, feels rather indignant at people persisting in the belief that the Arago was made available by any gang of filibusters.

THE SHIP THAT DID LEAVE.

Divested of all incongruities, which mild operation, by the way, is to pull down the whole Arago hoax, the facts upon which the sensation was plied up are these:—

Captain Samuels, of the Coast Wrecking Company, was applied to on Tuesday to furnish two steam tugs, the Yankee and the Philip, to convey passengers from pier No. 43 North river to a vessel lying in the harbor. As there was nothing unusual in the application he made no particular inquiries about the matter, but in the course of the negotiations was informed that the passengers to be transported were to be transferred from the vessel which was awaiting them to a Peruvian iron-clad vessel at the mouth of the Mississippi. The tugs were furnished, and about seven o'clock on Tuesday evening about 100 men, composed mainly of young men and boys, among whom were a number of negroes and men who spoke Spanish, were embarked from pier No. 43. They had with them such baggage and "kit" as men usually have who are embarking on a rough and ready sea voyage, comprising some cooking utensils and uniforms, which latter articles of wear, however, are by no means a rarity since the close of the late war, as they are worn by almost every laborer and truck driver.

Up to last night no information had been gleaned, even by Marshal Barlow, as to the name of the vessel to which these men were transferred by tugs. A small steam vessel named the Perrit, a propeller of about eight hundred tons burden, left the lower bay on Tuesday night, and had just previously taken on board a party of men stated to number one hundred. These men corresponded in general description to those who went on board the tugs, including the negro detachment, and were similarly equipped. The manner in which the Perrit left the port was somewhat singular, and her departure was not reported to or learned by the marine news reporters until after she had been started some hours. An 800 ton vessel would make a sorry transport for 800 or 1,000 men, the number reported to have sailed on board the Arago. The Perrit is understood to be regularly engaged in the Galveston trade.

The United States gunboat Tallapoosa, arrived at this port yesterday morning from Annapolis, Md., and her commander, Captain Chandler, states that he saw no vessel on the coast corresponding to the Arago, but that he did notice a small, nondescript vessel heading southward on Tuesday night. He did not, however, ascertain "who she was" or where bound.