

24 Noviembre 1894, 1

UN BANDOLERO

CIERTAS palabras se deben reservar fríamente para marcar en el anca con ellas a los malvados que pretenden salvarse o, los deberes del sacrificio necesario, o recordando la vanidad malherida, con calumnias de que suelen, con superior decoro, retraerse los salteadores de caminos. Mas bandolero es quien roba honras que quien roba bolsas. Mas bandolero es aún quien roba honras útiles a la patria que quien roba honras privadas. El más punible de los delitos es aquel que lastima, a trata de oscurecer, una fama o una pureza útil a la patria. Acaso es el único delito que justifique, por la extensión del mal, la pena de muerte: el de deshonorar, o perturbar, las fuerzas útiles al rescato y purificación del pueblo en que nacimos. Quien miente a sabiendas, de modo que la mentira manche una fama inocente y útil a la patria,—quien miente a sabiendas, con la intención de presentar una mala voluntad de la voluntad del pueblo,—quien miente con suprema paciencia, a sabiendas, y no osarían obrar sin ella, y no la obedecerán jamás,—quien en el seguro de la distancia inventa y propala falsedades dirigidas a aflojar el poder ordenado de la indignación pública, con la calumnia a mansalva asestada contra quienes previeron y ordenaron la cohera cubana, en vez de dejarla abandonada al odio insano y la pueril envidia y limitar a pueril desorden de destruir, lo que debe ser la obra creadora de un pueblo capaz, con los mismos elementos de su orgo necesario,—quien difama de lejos la obra pura, y ni en un solo acto privado o público tachable, de la composición oportuna y generosa de los elementos vitales y de verdadera sensatez del país en que nació,—es eso, es bandolero. No se dicen estas palabras de prisa, como ira, sino despacio, como castigo.

Por la Habana dicen que anda una persona conocida afirmando que el señor Martí lo fué a ver a Saratoga, y a pedirle dinero para la revolución; que el señor Martí recibió de él la oferta de unos cientos de pesos, y le respondió que persona de su caudal no debía dar cientos sino miles; que alruda el señor Martí con su negativa, levantó la vista, anunciándole que le había de pesar.

Abсолютamente todo ese relato es falso. Jamás ha visitado a nadie, ni impetrado limosnas de gente tardía, ni de ninguna otra gente, el Partido revolucionario. Su tesoro se ha hecho espontáneamente, de los amigos públicos de la revolución. No hay en toda la ciudad de New

York, ni ha habido en Saratoga, jamás, persona a quien el Partido Revolucionario, ni por el señor Martí ni por ninguno de sus miembros, haya pedido dinero alguno. Ni directamente ni indirectamente ha hecho petición alguna nunca el Partido Revolucionario a ninguna persona procedente de Cuba; ni petición de opinión, ni petición de dinero. Jamás ha ido el señor Martí a Saratoga. Jamás ha visto en Saratoga el señor Martí a la persona que dice haber sido vista de él, ni a persona alguna de Cuba con semejante objeto. Ni el señor Martí, ni nadie en su nombre. El hombre miente.

¿Y a qué usar, de remate, más palabras que éstas que terminan un folleto recién publicado en Venezuela?

"Si el antiguo testamento dijo: «Non facies calumniam próximo tuo»; si los persus echaban a los calumniadores en un pozo para ser devorados por los leones; si la ley romana de las doce tablas les señalaba la pena del Talió; y si la Reminia disponía que se le marcara en la frente con un hierro ardiendo que figuraba la letra C, inicial de Calumniam, la Historia terrible y justa, y sin primir también debajo de vuestros nombres, con letras indelebles, estas palabras: Sicarios de la honra...»

DIRECTORIO

DEL

Partido Revolucionario Cubano.

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SECRETARIO de la Delegación. Gonzalo de Quesada.

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11 January 1895, 2

OFF ON A SECRET CRUISE.

The Steam Yachts Lagonda and Amadis Hired with Much Mystery.

NO ONE KNOWS THEIR MISSION.

Rev. W. L. Moore, Owner of the Lagonda, Sends Orders to Forestall Unlawful Work.

AMADIS HAS NOT BEEN HEARD FROM.

Insurance Companies Cancel the Policies on Both Yachts—Old Salts Think They Are Off to Filibuster or Smuggle.

Two steam yachts—the Lagonda and the Amadis—sailed from this port last Friday for Fernandina, Fla., chartered. It was said, for a cruise in the West Indies. Yesterday the marine underwriters who had insured the vessels cancelled the policies and informed the owners that they would accept no further risk upon them. Both yachts are suspected of having been chartered for unlawful purposes, and the Rev. William L. Moore, owner of the Lagonda, has had his fears aroused to such an extent that he has telegraphed to Fernandina to Capt. Griffing, of the Lagonda, to return to this port upon the first suspicious action of the charterers. The Amadis, the smaller of the two, has disappeared since leaving here, and last night there was not a trace of her whereabouts.

The circumstances that led up to the action of the underwriters are these: There came to New York about Dec. 10 a short, swarthy, well-dressed man who registered at the St. Denis Hotel as "D. C. Mantell, Central Valley." Nothing was known of him, and there was no one at the hotel who had ever seen him before. A few persons visited him, and among these was N. B. Borden, a tall, curly-haired Englishman who, it later transpired, was at one time English consular representative at Fernandina, Fla., and is at present engaged in the lumber, shipping and phosphate trade at that port.

HUNTING FOR VESSELS.

A few days after Mr. Mantell's arrival here Mr. Borden turned up in the lower part of the city where the shipping trade clusters about the Maritime Exchange, and asked in the open market for a small steamship. There was no trading vessel for charter, apparently, that combined the requisites he demanded, and he then turned his attention to the yacht brokers.

He made known the fact that he wanted a large-sized yacht of good speed,

one that could show her heels to the usual run of steam craft. The steam yacht Lagonda, owned by the Rev. William L. Moore, of No. 301 West Seventy-second street, was in the market, and along about the middle of December Mr. Borden made a bid to charter her. He told the brokers who had her for charter—that the yacht was wanted by an English gentleman about to cruise in the West Indies. The Englishman, Mr. Borden said, was wealthy, and, while the price asked was no object, he wished of course to get her as cheaply as possible. The price was eventually fixed at \$2,400 a month, and Mr. Borden engaged her for that period with the permission to hire her for a longer time at the same terms.

WANTED FOR E. D. MANTELL.

Then he announced that the English gentleman for whom he had hired the yacht was E. D. Mantell. But Mr. Mantell never appeared on the scene here. It was said that he would board the yacht at Fernandina, and as everything was regular up to this point Mr. Moore was satisfied. Mr. Borden appeared content also. But in the light of more recent events it seems that the Lagonda was not the only craft he had use for.

He scurried around among other brokers, and a few days after chartering the Lagonda he made a bid to M. Hubbe, a yacht broker at No. 22 State street, for the steam yacht Amadis, owned by George H. Kimball, of Cleveland, O. For this yacht, somewhat smaller than the Lagonda, he bid \$1,400 for a month's use, also with the stipulation that he might hire her for a longer term, or buy her if he would. He paid the charter money with a certified check bearing the signature "E. D. Mantell," and said in explanation that he was hiring the yacht for him. A cruise in the West Indies was what Mr. Mantell wished the yacht for, and as he was in a hurry to get her South, the yacht was turned over to him.

The Amadis was lying at Rockland, Me., but Mr. Borden proposed to take her from there to Fernandina, stopping at this port and at Savannah for water and coal. The Lagonda, which was chartered by Edwin Gould last summer, was lying in South Brooklyn, and as there was some of his property aboard he sent Capt. Nelson, the yacht's master, to put it ashore. While the captain was on this mission he met Mr. Borden, and, as he says, was unfavorably impressed.

ASKED A FAVOR OF GOULD.

Among other things of Mr. Gould's on the yacht were eleven tons of coal, which Mr. Gould had given to the captain. The captain offered to sell the coal to Mr. Borden for \$40, but Mr. Borden went, the captain says, to Mr. Gould and asked him to give the coal to him. Mr. Gould refused, and from that time on the captain looked askance at Mr. Borden.

After getting hold of the two yachts, Mr. Borden went about looking for crews. He picked up Capt. Griffing, a well-known yachtsman, who makes his headquarters at Manning's Basin, South Brooklyn, but to him it is said, he made no mention that he had hired another yacht, beside the Lagonda. So when Capt. Nelson and Capt. Griffing heard that he had hired two crews they

exhibited surprise. Mr. Borden explained, at much length that he had engaged only engine-room and deck crews. Along towards the latter part of December Mr. Borden, although he had denied he had hired two yachts, started out for Rockland, Me., with ten men. Among these were Capt. John Dahl, a friend of Capt. Nelson. With the party was a dark-complexioned young fellow who, Capt. Dahl says, "looked like an Indian." This sombre youth gave out, Dahl says, that he was E. D. Mantell's son, and was undoubtedly D. C. Mantell. And if the son looks like the father, the captain does not hesitate to say the father is certainly not of the ordinary English type.

THE FIRST SUSPICION.

The party reached Rockland about Dec. 12, and when Dahl found that Mr. Borden wished to put fourteen men aboard a 100-foot yacht he flatly refused to ship. Three others followed his lead, and for three days they remained at a hotel waiting for something to turn up. The dark youth, who said he was a son of Mr. Mantell, became afraid to venture to sea in the Amadis when Capt. Dahl backed out, and left for the South by rail. While Dahl hung on at Rockland waiting for the turn of events others in the crew, including Capt. Weed, who holds the owner's commission, became suspicious concerning the nature of the cruise in the West Indies. Weed's fears were aroused to such an extent that before the yacht got under way he telegraphed to Mr. Kimball telling his suspicions. He asked for orders, and was told in reply to keep his eyes open. According to Dahl, it was the opinion of the crew that the yacht was to be engaged in unlawful practices, and most of them believed that she was going on a smuggling cruise. At any rate, the yacht sailed for this port, but without Mr. Borden, and last Friday she put into Tebo's yard, South Brooklyn, for water.

CAPT. GRIFFING POSTED.

While these things were doing, a suspicion of something peculiar reached Mr. Moore's agents, and they communicated with Capt. Griffing. What he told them, it is said, confirmed the fear that everything was not regular, and Capt. Griffing was directed on the first sign of trouble to make for the nearest port and beseech the protection of the Collector of Customs. He was also ordered to allow no one on board who was not either personally known to him or vouched for by proper credentials, and under no circumstances to take the yacht out from any port at night.

With this provision the yacht sailed ten days ago for this port. On Long Branch, however, she struck a bit of wreck, damaged her stem, and was compelled to return. She repaired in twenty-four hours, and Friday last sailed for Fernandina. A few hours later the Amadis put out after her. It was understood that both yachts were to go as far south as they could with the water aboard, and should then take aboard another supply at a convenient port. Capt. Weed, of the Amadis, notified his owner, however, that he would touch at Savannah for further orders. He was getting even more suspicious then, but for the owner's interests he continued aboard. Since the Amadis sailed she has not been sighted. She should have arrived at Savannah last Tuesday. But where she is or what has become of her is a matter that is causing some wonder.

MYSTERY MARKS EACH MOVE.

Since the two yachts sailed from this port a number of slight incidents attending the preliminaries of their charters have augmented the suspicions of owners and agents. When Mr. Hubbe was approached he admitted that the Amadis had been chartered by "E. D. Mantell," but further than that she was hired for a cruise in the West Indies he had no information. He had suspicions, however, and he voiced them in the one word, "filibusters."

In connection with this suspicion of the yacht broker comes another rumor that has been afloat in New York for several weeks. It is to the effect that on some steamship bound south there were shipped \$30,000 worth of small arms

MARTI

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What steamship this was is something that the customs officers at this port would like to know. The rumor has been heard in shipping offices frequently, but it defies all attempts to run it to earth. It is known, however, that a stevedore at this port, suspected a certain vessel, and that his suspicion was aroused while the vessel was loading. He watched her day and night until she left this port, but was unable to secure any information that would justify him in asking the Collector to search her. If the arms had been aboard that steamship the informant would have received \$15,000, or half the value of the shipment.

WHY THE POLICIES STOPPED.

The same rumor was conveyed to the insurance companies who held lines on the two yachts, and it was this, with the fear that something was irregular in the cruise of the two that led them to cancel the policies. The owners of both the Lagonda and the Amadis were notified yesterday that the underwriters would not take further risk on the two craft, and with this notice was a gentle reminder that it might be well to seize them as soon as possible.

REV. MR. MOORE UNEASY.

The Rev. Mr. Moore was seen last night at his home. He said: "Capt. Griffing conferred with me before the Lagonda sailed, and was directed not to allow the yacht to leave New York until all the bills had been paid. I notified the Communipaw Coal Company, also, that the coal for the Lagonda was bought by E. D. Mantell, and that there could be no claim either upon the yacht or upon me for the indebtedness."

"Before Capt. Griffing left here he received explicit orders from me to take any dispute between him and the charterers before the Collector of Customs wherever he should happen to be. He was instructed, also, if the Collector was unable to settle the dispute to come back to New York at all hazards. He will be directed to-night to come back to this port immediately on the occurrence of any suspicious circumstances aboard the Lagonda, and, as I have confidence in him, I do not think that anything will happen to her. Capt. Griffing is armed and will have the aid in any emergency of the steward, who was formerly aboard the Nourmahal."

"Capt. Griffing is also directed to take no cargo aboard the Lagonda of any nature whatever, and none will be taken aboard, I am sure, with the captain's consent."

WHERE IS THE AMADIS?

A despatch from Cleveland last night shows that Mr. Kimball is not altogether comfortable concerning the Amadis. He said: "I have received absolutely no word about the Amadis from any point. I have telegraphed to Mr. Hubbe to-night asking him to ascertain her whereabouts if possible. It is the strangest thing in the world that nothing has come to me from her since Capt. Weed was instructed to write to me from each port at which the vessel touched. He should have been at Savannah before this, and I have been expecting to hear from him for three days. Before the yacht sailed I had a letter from Capt. Weed in which he said that the actions of the members of the party seemed queer and that he was suspicious of them. He had full instructions what to do both at Savannah and at Fernandina."

There was a report about the street yesterday that Mr. Borden had hired a small steamship at Boston. The name of the craft or who her owners are is not known, but with the report the wonder grew as to what E. D. Mantell and N. B. Borden wanted with a fleet of steamships and yachts to go cruising in the West Indies. Around the yacht basins in South Brooklyn it was said yesterday that Mr. Borden had given out before he left that the yacht was going to take soundings off the Bahama Banks. This may have been a joke among the salts who gather there, but the general opinion is that the yachts are bound either to Hayti, Honduras or Nicaragua. But no one in this town who knows a thing of shipping can tell what are the missions of the steam yachts Lagonda and Amadis.

The Lagonda is a schooner rigged wooden steam yacht of 120 tons burden. She is 139 feet long over all, 118 feet on the water line, 19.6 feet beam and 10 feet depth of hold. She has compound engines with cylinders of 16 and 28 inches and 14-inch stroke, capable of developing twelve and one-half knots an hour. The Amadis was built last year at Castine, Me., and is 100 feet long. The Amadis will make about ten knots an hour.

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(Friday)

TO-DAY'S NEWS IN BRIEF.

The steam yachts Lagonda and Amadis were hired in this port in the name of one Mantell, to be used for a cruise in the West Indies. From suspicious circumstances in connection with their equipment the insurance underwriters have cancelled their policies and the Rev. William L. Moore, owner of the Lagonda, has telegraphed to Fernandina to the captain of his yacht to return at the first suspicious move he sees made by the charterer. No word has been heard from the Amadis. The object of the cruise is a mystery and there are opinions that the yachts may have gone on a filibustering cruise or smuggling expedition.

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LAGONDA WAS SEARCHED

Customs Officers Board Her at
Fernandina and Look
for Arms.

TWENTY SUSPICIOUS BOXES FOUND.

Borden, Who Chartered the Yacht, Re-
fused to Allow Their Contents
to Be Ascertained.

AMADIS HEARD FROM AT NORFOLK.

She, Too, Has Instructions to Invoke United
States Aid if Any Peculiar Busi-
ness Is Attempted.

If it was the intention of N. B. Borden, of Fernandina, Fla., and of his mysterious employer, "D. E. (or E. D.) Mantell," to use the steam yacht *Lagonda* and *Amadis* for a purpose not mentioned in the charters, it is now pretty certain that there will never be an opportunity to do so. Yesterday morning the Rev. William L. Moore, alarmed at the rumors that were abroad in connection with his yacht *Lagonda*, wired to his sailing master, Capt. Griffing, to remain at Fernandina until Jan. 18 and then, at all hazards, to return to New York.

The reports that have been rife in local shipping offices for the last week reached the Florida port yesterday, and at noon the United States customs officials searched the *Lagonda* fore and aft in an endeavor to learn just what she had aboard. During the night certain affairs had transpired that lent weight to the suspicions communicated by wire, and from the nature of these it is now probable that the Collector of the Port of Fernandina will not let *Lagonda* leave there until matters have been satisfactorily explained.

Chief among these suspicious happenings was the fact that twenty cases containing no one knows what were put aboard *Lagonda* while she lay at her moorings. The searchers for the Custom-House were informed that they were aboard, and as soon as they clambered aboard *Lagonda* they wanted to know the contents of the cases. Mr. Borden, however, refused to disclose the nature of the articles in the boxes or to allow the customs inspectors to examine them.

Matters rest there for the present, but the yacht is being watched to prevent her slipping out at night. It is pretty certain, however, that while Capt. Griffing keeps his liberty *Lagonda* will not leave Fernandina against her owner's orders. Capt. Griffing is a man,

the Rev. Mr. Moore says, who is able to take care of himself, and he will also take care of the yacht as if it were his own.

It was expressly stipulated in the charter, when *Lagonda* was turned over to Mr. Borden, that no cargo should be taken aboard. The fact that twenty cases were put aboard is a violation of the terms of the agreement, and Mr. Moore is at a loss to understand how it was done. It was also expressed in the same document that the yacht was chartered for a cruise in the West Indies. But, according to a telegram received by Mr. Moore yesterday, the sailing was told after arriving at Fernandina that Mr. Borden and Mr. Mantell were bound for Costa Rica. While this would not in itself vitiate the insurance on the yacht, it would certainly stand in the way, underwriters say, of any claim for damages.

Mr. Borden became aroused to the fact yesterday that his projected cruise to the West Indies was in jeopardy. At any rate, such may be inferred from this telegram he sent to Mr. Moore:

Griffing refuses to sail until second payment and insurance are paid, neither of which is due according to charter party. Crew paid Jan. 1. Will hold you responsible for all damages caused by delay.
N. B. BORDEN & CO.

If Mr. Borden intends to sue Mr. Moore for damages he will find the clerical gentleman perfectly ready to settle the dispute in the courts. Mr. Moore, in fact, has cast all fear of damage suits to the winds, and the orders that he sent last night to Capt. Griffing show that he prefers to retain his yacht rather than the good opinion of Mr. Borden and his friend "Mantell." His

orders were for Capt. Griffing to remain at Fernandina until the charter expires. He wishes to give Mr. Borden a chance to reinsure her—if he can. He has directed Capt. Griffing not to receive cash for the premium, and nothing but a bona fide insurance policy will satisfy him. But as no underwriter will take the risk on *Lagonda* under the present status of affairs, and as the charter has been declared null by the cancellation of the insurance, Mr. Borden will never leave Fernandina aboard her. Capt. Griffing voluntarily turned over all his papers to the Collector of the Port of Fernandina yesterday, telling him of the orders he had received from the owners.

Amadis, the other yacht, over which there was even more uneasiness than that stirred up over *Lagonda*, was heard from at Norfolk, Va., yesterday. She put in there for water and sailed shortly afterward for Savannah. When she arrives off Tybee she will receive orders, similar, it is said, to those telegraphed to *Lagonda*.

A despatch from Cleveland received last night shows that Mr. George H. Kimball, owner of the *Amadis*, is thoroughly aroused. Mr. Kimball wired in the morning to Fernandina, and learned to his further discontent that the yacht had not arrived there. He also received information later that she had not arrived at Savannah. He sent additional advices to Capt. Weed at both ports. Both despatches were to the effect that if any bad business is attempted with the boat the captain shall apply to the United States Consul at the nearest port for protection. Mr. Kimball has every confidence in Capt. Weed, but nevertheless he will start for the East this morning. He will go to Boston first, and hopes to reach here on Monday.

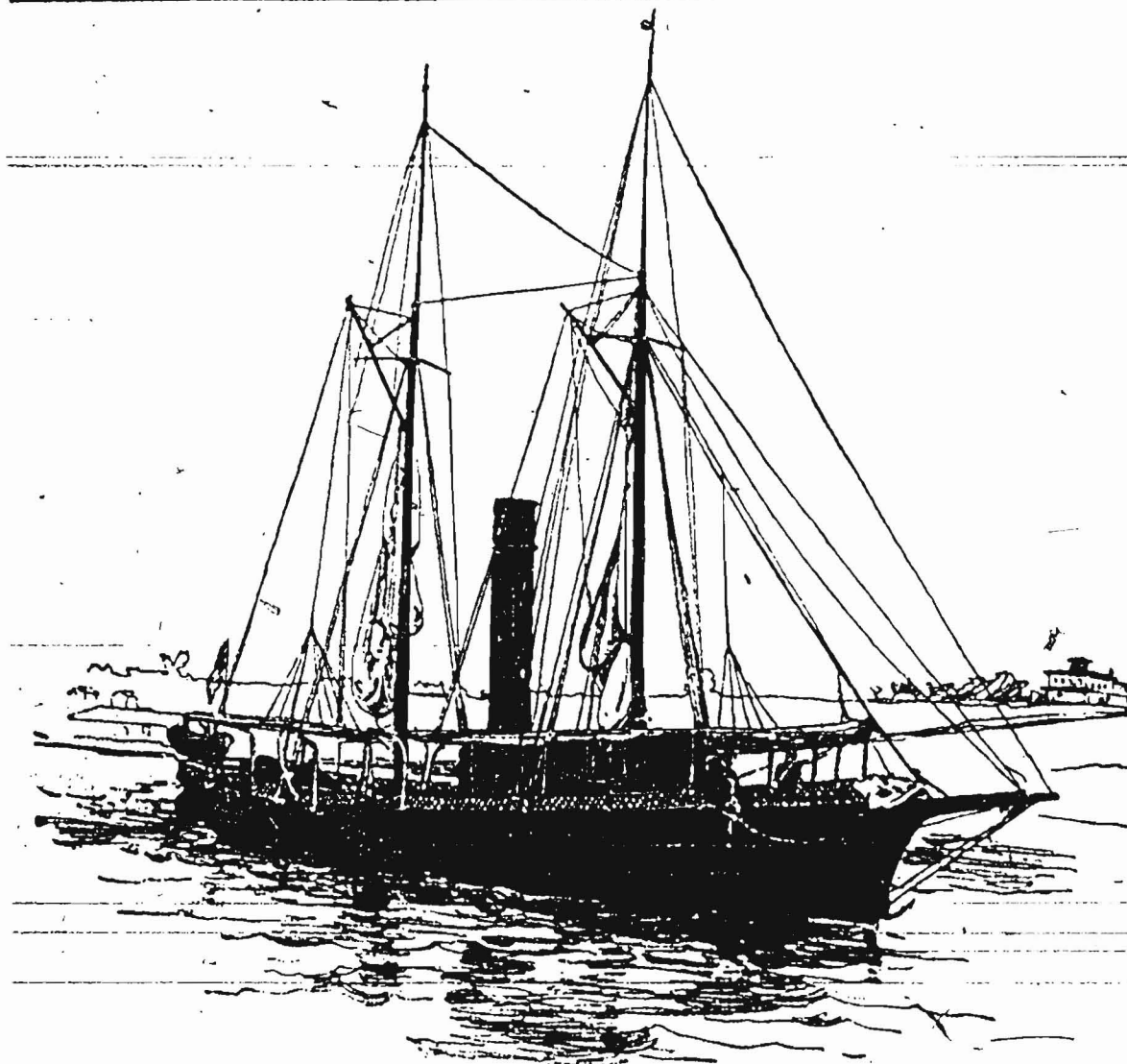
M. Hubbe, the yacht agent who chartered *Amadis* to Mr. Borden, still retains his original opinion concerning the uses to which the yachts were to be put. He had no news from the captain of *Amadis* yesterday.

Concerning the arms said to have been shipped from this port, it was said yesterday that the Venezuelan parties had been buying munitions of war here for some time, and a suspicion attaches to them as the owners of the shipment.

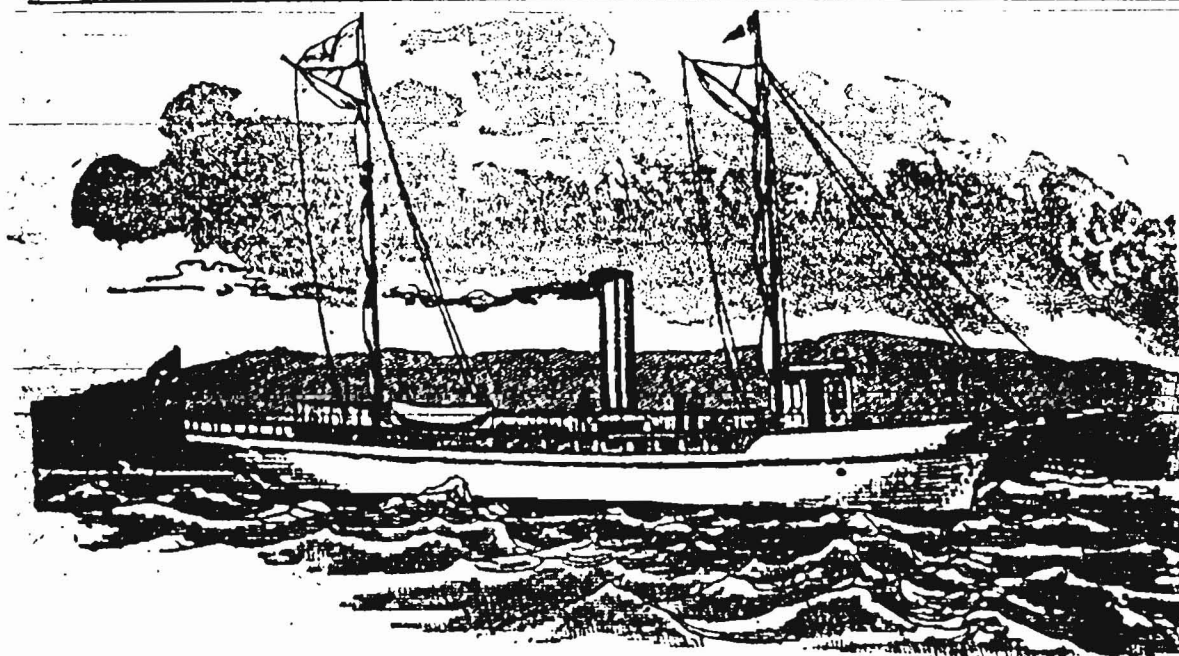
The marine underwriters who had policies on the two yachts said yesterday that under no consideration would they consent to insure the yachts for the same persons to whom the policies are now made out.

It is probable that the United States customs officers, at the solicitation of Rev. Mr. Moore, will take a more active interest in *Lagonda* than they even exhibited when they searched her yesterday.

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THE STEAM YACHT LAGONDA.



THE AMADIS, WHICH HAS NOT BEEN HEARD FROM.

13 January 1895, 1

BAGGED BY BALTZELL

The Steam Yacht Lagonda
Is Detained at the Port
of Fernandina.

FITTED OUT TO FILIBUSTER

When Seized by the Collector
Numerous Cases of Arms
Were Found on Board.

FERNANDINA PEOPLE FOOLED

The Senors on the Yacht Had
Wined Them Till They Thought
Everything Went.

BETTER EXPLAIN, BROKER BORDEN

For Your Connection With the
Yacht Is Certain to be Examined
Into Closely—Mr. Borden Fur-
nishes an Explanation of His
Connection With the Yacht.
Fernandina Is Greatly
Excited.

WASHINGTON, D. C., January 12.—The treasury department is informed that the yacht Lagonda and Amadis, which left New York early in January, are believed to be on a filibustering expedition. Assistant Secretary Wike has instructed treasury officers at Savannah, Ga., and Fernandina, Fla., and other points south to look out for them and report any suspicious movements in contravention of the neutrality laws.

The Lagonda Seized.

FERNANDINA, Fla., January 12.—This place was thrown into great excitement today by the seizure of the steam yacht Lagonda, as she was about leaving port, by the United States customs officials. The vessel was detained in obedience to orders from Washington, which stated that she was bound on a filibustering expedition.

The customs officials searched the vessel and found some cases of knapsacks and belts, which look very much like cavalry accoutrements. Later two boxes were picked up, floating in the bay, by two negro stevedores and brought ashore. Those boxes were carried to the custom house and there examined. They were found to contain sabres.

The seizure of the Lagonda and the finding of the cavalry accoutrements on board created a great sensation, for the yacht had been in port several days and her people had been making themselves very pleasant to the people of this place.

The Yacht Arrives.

The yacht arrived last Tuesday, consigned to N. B. Borden, the vice-consul for Uruguay at this place. The yacht was commanded by Captain Griffin and she had on board Senor Mantell and Senor Mirandi, two Spanish-American gentlemen. As soon as the yacht dropped anchor the two Spanish gentlemen came ashore. They spoke English perfectly and proceeded to make themselves agreeable to the prominent people of Fernandina. They were soon favorites in the town. They spent money freely and numerous cold bottles were opened at their expense.

In the meanwhile the yacht was cruising about the sound, and once she went up the St. Mary's river. On one occasion Senors Mantell and Mirandi invited some of their acquaintances on board and entertained them most royally. The yacht went up the river on this occasion, the wine flowed freely and every one of the guests voted the Spaniards royal good fellows.

N. B. Borden, the Spanish consul at this port, seemed to be very intimate with the Spanish gentlemen, in fact more so than any one else in town. The Spaniards seemed to be very fond of Mr. Borden and that gentleman appeared to reciprocate. That, however, occasioned no suspicion, for Mr. Borden is a ship broker and one of the most prominent business men in Fernandina. He has been noted heretofore for his straightforwardness.

The Arms Arrive.

Everything was moving swimmingly. Wednesday the Mallory steamer came in from New York and her cargo was unloaded. In the cargo was a lot of goods consigned to Mr. Borden. These goods were received by Mr. Borden and the supposition is that they found their way into the hold of the Lagonda. In fact, it is believed that these boxes contained the arms and accoutrements which have been seized by the customs officials.

Today, when everything was ready for the departure of the yacht, a strange thing happened. A telegram was received at the Western Union office at this place for the collector of the port from the treasury department at Washington. This telegram directed Collector Baltzell to detain the Lagonda, as it was suspected that she was fitting out for a filibustering expedition and intended to violate the neutrality laws. This dispatch was received, placed in the usual envelope, directed to the "collector of the port, Fernandina," and given to a messenger boy to deliver. The messenger seems to have misunderstood his directions, for instead of taking the message to Collector Baltzell, as he was told, he carried it to Mr. Borden.

Mr. Borden did not notice the address and so opened the telegram. The contents came under his eye some hours before Collector of the Port Baltzell got the telegram into his own hands.

Soon after the mistake in the delivery of the telegram there was unusual activity on board the Lagonda, and shortly after this commotion the boxes mentioned in the beginning of this story were found floating in the bay. These are the boxes which the negro stevedores brought ashore and delivered to the collector of customs.

Baltzell Got It Finally.

At last Collector Baltzell received his telegram, which, by misadventure, had

been first received by Mr. Borden, and proceeded to obey the orders of the treasury department. With his assistants he boarded the yacht and took charge, placing Captain Griffin and Senors Mantell and Mirandi under detention until further orders from Washington. The collector's search of the Lagonda, as has been stated, revealed several boxes containing knapsacks and belts. But the boxes containing the sabres and pistols—they were in the bay. The two boxes, which were picked up, were found to contain cavalry equipments of the most approved design. There were sabres, side arms, etc. It is known that these boxes were on the Lagonda, for members of the Fernandina party, entertained by Mantell on board the yacht, state that they remember having seen them. It is a natural inference that the Lagonda's party had been notified of the orders of the treasury department to seize the yacht and therefore began throwing the boxes of arms overboard in order to be ready for the visit of the custom house officials. They managed, however, to get rid of only a few boxes before Collector Baltzell appeared on the scene.

Since the seizure Collector Baltzell has been very reticent in regard to what he found and every employe of the custom house has been ordered not to talk, but the Times-Union correspondent learns that the yacht's cargo is wholly of arms. It is rumored that several cases of rifles were found in addition to the sabres.

What Borden Says.

Mr. N. B. Borden makes the following statement in regard to his connection with the yacht:

"During my visit to New York, in October last, I was introduced to Mr. de Mantell, who represented himself to me as an Englishman of London and while I was with him and during our conversation, he mentioned the fact that he wanted to charter two yachts and asked if I could arrange to get them for him later. I made inquiry and submitted him offers which had been given me by other brokers. When the offers were given him, he said he was not then ready to charter, but would advise me when he would be ready. Shortly after this I returned to Fernandina, and early in December I received a telegram from Mr. Mantell, saying he was ready for business and would accept the yachts on offers named by me and asked that I proceed to make the charters at once and come to New York. I went to New York and arrived there about the 12th of December. I then saw my brokers, through whom I had arranged the charters, and closed for the two yachts Lagonda and Amadis. I then turned the charter parties over to Mr. Mantell.

"Mr. Mantell then told me he would want coal and stores for the yachts and asked if I could furnish the steam yacht Lagonda. I told him I could and he said she would be ordered by way of Fernandina. I was requested by Mr. Mantell to notify the master of the yacht Amadis to wait for Savannah and there await his orders. I did this and since then I have heard nothing of the Amadis.

The Yacht Arrives.

"The yacht Lagonda arrived here on the 9th inst., and on the 10th Mr. J. Mantell arrived, bringing with him a friend. Mr. J. Mantell brought a letter from his father, introducing him, with a request that he be introduced to the captain of the yacht Lagonda. He was also the bearer of a letter to the captain from his father as well.

"We know nothing of these two yachts further than making the charter of them as ship brokers, but Mr. Mantell told us they were to be used for a cruise to Central America and the West Indies. Young Mr. Mantell, on his arrival said he first intended to go to Port Lemon, Costa Rica,

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where his father had plantations.

"Mr. Mantell was advised that there would be sent to Fernandina some few cases of merchandise which he wanted to go on board the yacht and which I understood were to be used on his plantations there. The cases were received and delivered to the Lagonda.

"The Lagonda was about ready for sea when the captain received a wire from his owners saying that the underwriters had withdrawn the insurance. The captain was further instructed not to sail until he received further instructions from his owner. The yacht then dropped into the stream and anchored. During this time several telegrams passed between the owner of the yacht and ourselves, and in one of these we asked why the insurance was cancelled.

"About noon today the captain came ashore and while in our office, a New York Herald was brought in and the story read. I advised the captain that if he thought that things were wrong he had better get the custom-house officers and examine the vessel, and cases put on board. Later in the afternoon I saw the collector and captain, and they said that they had examined the packages and found that they contained canteens, cloth bags and belts. Nothing further has been done. The Lagonda is still here awaiting orders."

Mantell's Story.

Senor Mantell is a Spaniard, about 20 years old. He is a handsome fellow, and says he is a son of Dr. Mantell, of Costa Rica. The young gentleman was considerably agitated by the action of the United States government in detaining the yacht. He said that the arms and accoutrements found on board were intended for use on his father's plantations in Costa Rica. He says that his father and Senor Lemon, under the firm name of Mantell & Lemon, are largely interested in Costa Rica and that in the unsettled state of the country they need many arms on their plantations. This fact, he says, explains the arms on board the Lagonda. Young Senor Mantell is indignant at his detention and says that he has violated no law. He is confident that the yacht will be allowed to proceed to its destination.

There are many rumors afloat in regard to the destination of the yacht. Mantell and Borden say she was bound for Port Lemon, Costa Rica, but it is whispered that her arms were intended for the Cuban patriots. In this connection it is significant that there is a rumor current here that six months ago the Cuban agitator, Martí, was in Fernandina and was entertained by Mr. Borden. This rumor, if true, and it is generally accepted as a fact, would lend color to the fact that the Lagonda was bound for Cuba. The Times-Union correspondent is also informed that Mr. Borden received \$1,000 towards defraying the expenses of the yacht while she was in port.

New York Consignors.

The consignors in New York are Lord & Balti, and the owners of the Lagonda are said to be R. W. Williams and L. Moore.

The Lagonda is 130 feet in length and has a steel hull. She is a rakish looking craft and her very appearance would cause one to think of a filibustering or piratical expedition.

The Times-Union correspondent is informed that no further development will occur till the steamer Hararua arrives from Boston. The Times-Union is reliably informed that the latter vessel, a Norwegian of 808 tons, is due tomorrow, and is under charter to the same people.

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LAGONDA UNDER SEIZURE

Captain and Crew and Two
Others Aboard Have
Been Arrested.

ARMS WERE FOUND ABOARD OF HER.

The World's Story of the Mysterious
Movements of Lagonda and Amadis
Led to the Search.

A THIRD VESSEL WAS IN THE FLEET.

Baracoa, a Fruit Steamship, Was Chartered
in Boston to Go on the Same Queer
Cruise in the West Indies.

FERNANDINA, Fla., Jan. 12.—The steam yacht Lagonda was detained at this port at 5 P. M. to-day as a suspicious vessel by order of the Secretary of the Treasury. The Collector of Customs seized the yacht as she was about to leave port and placed a detail of officers on board to hold her for further orders.

Capt. Griffing, of Lagonda, and Senors Mantle and Mirandi are under arrest with other passengers and all the crew.

Lagonda arrived here three or four days ago and since then has been cruising up and down the harbor and into the sound, and has also made two or three trips up the river. She was apparently sailing under cruising papers and the party on board were bent only on pleasure. The officers of the yacht came ashore on two or three occasions and Senor Mantle and his friends made some acquaintances among the young bloods of the town. Two days ago Mantle invited some of these Fernandina acquaintances to go on a cruise up the river. The invitation was accepted and a rollicking good time was had.

N. B. Borden, the British Vice-Consul at this port, who is a well-known citizen here, appeared to have a good deal to do with the yacht and her party, but this circumstance aroused no suspicion either in Federal officials here or among the townsfolk, for Borden's reputation for straightforwardness has heretofore been the best. But by some strange accident, to-day, or by design, which is not known, an official telegram to "Collector, Port of Fernandina, Fla.," fell into the hands of Borden and was opened by him. He may have opened it unintentionally, but the contents of this message came somehow

under his eye before the Collector of the Port, Mr. G. L. Baltzell, got the telegram. A little later two large, heavily strapped boxes 5 feet long and 12x18 inches square at the ends were found floating in the harbor.

They were picked up by boats from the shore and opened by Collector Baltzell (this was before he received orders from Secretary Carlisle to seize the yacht). The boxes contained cavalry equipments of the latest design, together with swords and other accoutrements.

It is known that these boxes had been on Lagonda, for some of the Fernandina party entertained by Senor Mantle the other day say now that they recollect having seen the boxes on board the yacht. It is suspected that the Lagonda's party, having been apprised of the fact that the United States Government was about to seize the yacht, began to throw her contraband cargo overboard, but the seizure came before they could get more than two boxes out of her hold.

When The World's account of the mysterious cruise of Lagonda and Amadis was read by the United States Customs Inspectors to-day they boarded the Lagonda at noon. They discovered that several of the mysterious cases on board contained knapsacks, canteens and belts. Cartridge boxes were found on the yacht to-night. The Collector of the Port took the contrabands in charge and placed a special watch upon the yacht pending further search.

John Mantell was aboard the yacht at the time. He refused to say anything. He is probably the Senor Mantle referred to by Mr. Borden, who chartered her, made a statement of the affair. He says that Amadis and Lagonda are the only charters for Mantell, who also chartered a fruiterer in Boston to go to the West Indies for a cargo of fruit and to return to New York. He declined to give the name of the charterer. Mr. Borden said:

"During a visit to New York in October last I was introduced to Mr. Mantell, who represented himself as an Englishman. During our conversation he said he wanted to charter two yachts, and asked me if I could procure them for him, after which I made inquiry and submitted him offers which I received from other brokers.

"Further than making the charter of the boats as a ~~charterer~~, I know nothing of it, but Mr. Mantell told me they were to be used for a cruise to Central America and the West Indies. When his son reached here he advised the captain and myself that he was first going to Port Limon, Costa Rica, where his father had plantations. Mr. Mantell advised me that there would be sent to Fernandina a few cases of merchandise which he wanted to go on board the yacht, articles for use on his plantation, which we received and delivered to Lagonda.

"Just before Lagonda was ready to sail the captain and ourselves received a telegram from her owners saying that the underwriters had withdrawn the insurance, and not to sail, but to await further instructions. We left the dock

(Continued on Second Page.)

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ARMS ABOARD LAGONDA

(Continued from First Page.)

here and dropped into the stream and came to anchor.

About noon yesterday the captain came ashore and while in my office a friend brought in the New York World, and after reading The World's story I advised the captain that if he thought there was anything wrong he had better examine with the Custom-House officer the cases put on board, which I understood he did.

It developed at different ports on the Atlantic seaboard yesterday that the operations of N. B. Borden and his dark-complexioned friend, M. E. or E. D. Mantell, were somewhat more extended than Mr. Mantell supposed when the preliminary fact became known that he had chartered the steam yacht Lagonda and Amadis. What the intention of Mr. Borden and his friend may have been is still something of a mystery, but the suspicious circumstances that accompanied the chartering of the steam yacht have aroused at this port a feeling that the projected cruise was not for pleasure alone.

When the world in its exclusive statement of the mystery on Friday mentioned the report that a steamship had been hired in Boston by Mr. Borden it was presented as a rumor accompanying the other strange features of the affair. It was learned from Boston yesterday in reply to a query from The World that Mr. Borden did hire a steamship in that port. The vessel is the Baracoa, a Norwegian freighter, lately engaged in the fruit trade. Mr. Borden chartered her on practically the same terms as he got the two yachts—one month's charter money in advance and the privilege to extend the term.

It may be said here that the Rev. Mr. Moore, owner of the Lagonda, had no such fear. Mr. Borden would convey his yacht on her cruise with a freight steamship.

According to the Boston despatch from The World's correspondent, Mr. Borden arrived in Boston late in December. He said that he was in search of a steamship. After trying in vain for some days he was introduced to Mr. Gust Lutz, of No. 161 Milk street, who is the agent of the Baracoa. Owing to slack business in the fruit trade, the steamship had been laid up for ten weeks. Mr. Lutz and Mr. Borden came to terms, the steamship was fitted out, and on Sunday, Jan. 6, she steamed out to the upper harbor, whence she sailed the following day.

Mr. Lutz was seen at his home, No. 115 St. Botolph street, last night. He said: "As the Baracoa had been idle so long, we were glad when a friend introduced Mr. Borden. Mr. Borden was a most delightful gentleman—charming and attractive. He said the Baracoa was to run to Fernandina and there take on cargo, and go on a cruise to the West Indies."

He came to terms with me, and I turned the boat over to him. He paid me a month's charter money, and thus far everything was all right."

"What were the terms of the charter?"

"It was agreed that the Baracoa could

go to the West Indies and as far south as the north coast of South America and as far north of Cape Hatteras as Boston. The terms as to going south were suggested by Mr. Borden. The only interesting thing I noticed about the charter party was that it was provided that the Baracoa could go from one West Indian port to another with 200 passengers and some machinery. I told Mr. Borden that this was very unusual, but he said that he wanted to take them over, with the machinery, to work on one of the islands. He said they were laborers and would have two or three foremen with them. The ports of destination were not named.

"Could one of them be a South American port?"

"I think that would be permissible."

"What sort of man is the captain of the Baracoa?"

"He has been sailing these twenty-five years, and is a splendid officer. He is Solomon Clausen, and is so sharp a captain that I have no fear that he can be led into any unlawful work with his ship."

Mr. Lutz refused to express an opinion as to the real mission of the Baracoa, contenting himself with saying that he thought that in Capt. Clausen's hands she was safe. According to Mr. Lutz the Baracoa is a steamer of about 500 tons burden, with a carrying capacity of 700 tons of coal. She can do about eleven knots an hour.

It is noticeable that the conversation always veers around to filibustering when the Borden cruise is discussed. Charles S. Gill, Mr. Lutz's partner, added the information that Mr. Borden particularly asked him to leave the between-deck partition of the Baracoa open, so as to facilitate the handling of bananas as a cargo. He said it was his intention to ship a load of phosphate from Florida to the West Indies and reload at some port on the islands with a cargo of bananas.

From the circumstances reported in The World's exclusive story of the mysterious cruise of the two yachts, the United States Treasury Department took a most active interest yesterday in the affair. Acting entirely on The World's information, the department telegraphed instructions to the special inspectors at Fernandina and Savannah to co-operate with the Collectors of Customs and to investigate both of the yachts. This action is taken to avoid a possible violation of the neutrality and customs laws.

George H. Kimball, owner of Amadis, left Cleveland yesterday for the East. He is trying to find out what has become of his vessel. Since leaving Hampton Roads on Thursday the yacht has not been seen. She may have been delayed by stormy weather in reaching Savannah or she may have started for Fernandina direct.

Mr. Moore thanked The World for saving his yacht, and said that if it had not been for the exclusive publication the craft would never have been heard from again.

Mr. Borden telegraphed to the Rev. William L. Moore yesterday that if he would allow the yacht to proceed to sea the charterer—presumably Mr. Mantell—would buy her. Mr. Moore telegraphed in reply that he would not consider for a moment such a proposition. Mr. Moore has directed Capt. Griffing to hoist the owner's signal on Jan. 18, to point out its insignificance and return at once to this port.

When Mr. Moore was informed that arms had been found aboard the yacht he was somewhat troubled, but the fact that the custom officials had seized her reassured him, knowing that she could not escape to sea.

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FILIBUSTERS IN FLORIDA.

A Yacht Fitting Out at Fernandina for a Mysterious Cruise.

The Vessel to Be Joined by a Norwegian Steamer From Boston—The Yacht Seized by the Customs House Authorities—A Case Containing Cutlasses, Knapsacks and Canteens Found Floating in the River—Those Aboard the Yacht Believed to Have Sunk Several Cases of War Munitions—Customs Officials at Savannah on the Watch for Another Yacht.

Fernandina, Fla., Jan. 12.—The statement from a New York paper of Friday concerning the arrival of a vessel touching at this port and bound for Cuba has been verified by recent developments and this town is enjoying a genuine sensation. The steam yacht LaGonda arrived last Monday from New York, ostensibly for the purpose of filling her coal bunkers and proceeding to the West Indies on a pleasure cruise.

The next day her charterers invited the collector of the port, a local editor, and N. B. Borden, the Spanish consul, to take a trip up the St. Mary's river, hoping by the very audacity of the scheme, to disarm any suspicion that might arise. It afterward transpired that Mr. Borden was the agent for the charterer, a Mr. Mantell, and was looking after the business of the expedition, having chartered the yacht from her owners, Rev. W. R. Moore, and purchased coal and other supplies.

A few days ago a number of boxes and cases arrived by rail for Mr. Borden and were loaded on the yacht. To-day one of the same cases was found floating in the river and on being opened was found to contain cutlasses, knapsacks and canteens. It is supposed that all were thrown overboard and that most of them sank.

The yacht is being detained by the customs house authorities and the next developments will be when the steamer Paragon arrives from Boston. The Morning News correspondent is reliably informed that the latter vessel, a Norwegian of 1,200 tons, is due to-morrow and is under charter to the same people.

The expedition is supposed to be under the direction of Martí, the Cuban patriot, and peculiar significance is attached to the fact of the Spanish consul being the agent for the vessels. He claims to be acting only as a ship broker and ship agent,

in violation of the neutrality laws. A close watch was kept on the river all of yesterday and last night for fear the yacht might slip in disguised, but nothing was seen of her. She will probably arrive to-day, and will be detained at once if there is any suspicion attached to her or to her movements.

The LaGonda and the Amadis were chartered in New York last month. They were expected to touch here for coal. Dec. 14—C. Mantell of Central Valley registered at the St. Denis hotel in New York City. He was a total stranger, but was visited there by an Englishman, N. E. Borden, at one time English consul representative at Fernandina. Borden went among the shipping men and made known that he wanted a small steam yacht of good speed, and faster than the usual run of such craft. He made a bid for the LaGonda, offered by Rev. William L. Moore, telling the brokers at the time that she was wanted by an English gentleman about to cruise in the West Indies. The gentleman, he said, was wealthy; and while the price was no particular object, he wanted to get it as cheap as possible. This yacht he secured for a month for \$2,400.

It was stated that the yacht was wanted for Mr. E. D. Mantell, who would board her at Fernandina. So far Borden's actions were all right, but it was found a little later that he was looking around for other craft. A few days later he secured the Amadis from M. Hubbe, a yacht broker, for \$1,400 for a month's use, stipulating that he might hire her for a longer term. He paid the charter money with a certified check bearing the name E. D. Mantell, and said in explanation he was hiring a yacht for him. The Amadis was lying at Rockland, Me., but Mr. Borden proposed to take her from there to Fernandina, stopping at New York and Savannah for water and coal.

There were eleven tons of coal on the LaGonda left there by Mr. Edwin Gould, who had chartered her last summer, and which, on leaving her, he had given to the captain. Borden went to Gould and asked him for this coal, but Gould refused to let him have it. Mr. Borden then began to look about for crews. Although he denied he had hired two yachts, he started for Maine with ten men, among whom was a Capt. Dahl. Capt. Dahl afterward stated he had seen Mantell, concluded from the story that E. D. Mantell and D. C. Mantell were one and the same person, though Borden had stated they were father and son. Mantell was a very dark, sombre youth, and, Dahl says, entirely different from the ordinary English type.

Capt. Dahl refused to go aboard the Amadis, a 100-foot yacht with a crew of fourteen men, and Capt. Weed of the yacht remained aboard in the interest of the owner. The LaGonda left New York first, and was followed a few hours later by the Amadis, Capt. Weed stating before he left that he would touch at Savannah for orders. The mysterious and suspicious actions of those employed in chartering the yachts left the impression that they were bent on other than altogether legitimate business, and for these reasons the underwriters, which had the insurance on them, have cancelled the policies,

which is a part of his regular business, and deems that the expedition is other than a pleasure trip. It is generally believed that only the principals knew of the object of the expedition.

Jacksonville, Fla., Jan. 12.—A special dispatch from Fernandina received in this city gives a somewhat different version of the LaGonda affair than is contained in the special sent to the Morning News from Fernandina to-night. The dispatch received here reads as follows:

"This afternoon at 5 o'clock the Steam Yacht LaGonda of New York, which arrived here last Tuesday apparently on a cruise for pleasure, was seized by Collector of Customs Baltzell, acting under order from Secretary Carlisle, on suspicion of having on board arms and ammunition designed for use in an insurrection in one of the Central American states."

"Senor Mantell, a Spaniard about 20 years old by whom the yacht had been chartered in New York through N. B. Borden, a ship broker and commission merchant of this city, was taken into custody together with a party of friends on board along with Capt. Griffin and the crew. They are all on board the yacht now, but under the eye of a customs officer. They express the greatest surprise at the detention of the yacht, claiming that the yacht was bound for the plantation of Senor Mantell's father in Costa Rica, and that the fifteen cases of cavalry arms and accoutrements found on the yacht were intended for use on the plantation. But the fact that two cases of arms were found floating in the harbor this morning bears out the suspicion that Senor Mantell had begun to get rid of his arms with a hope of destroying the evidence of his guilt."

"There is great excitement over the affair, and a big effort is being made to rid N. B. Borden of any suspicion of complicity in the expedition. His statement is that he chartered the yacht to Senor Mantell recently, and that he supposed that he came into this port simply to get water, coal, and some other supplies which had been shipped here by rail for Senor Mantell. He says, further, that the reasons why suspicion has been directed to the craft is that the owners in New York ordered her held here for the payment of one month's charter overdue and that the underwriters had telegraphed him cancelling the risk on the LaGonda. The yacht and her party will be held awaiting further orders from the Secretary of the Treasury."

The yacht Amadis, which left New York a few hours after the LaGonda and evidently on the same mission, was due here yesterday. She had not arrived, however, up to midnight last night. The reports from New York are that she is consigned to parties here. Whether it was the intention to let her out here for the proposed expedition is not known.

Collector of Customs Beckwith and officers of the revenue cutter Boutwell were detailed last night to look out for the vessel, if there were two of them, and if not two, then for the Amadis. The instructions of Assistant Secretary of the Treasury Wilke were to lookout and report any suspicious movements in contra-

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STEAM YACHT LAGONDA SEIZED.

Her Captain, Crew, and Charterers Arrested for Carrying Arms.

FERNANDINA, Fla., Jan. 12.—The steam yacht Lagonda was detained at this port about 6 o'clock this afternoon as a suspicious vessel by orders of the Secretary of the Treasury at Washington. The Collector of Customs had the yacht seized as she was about leaving port, and has placed a detail of officers on board to hold her for further orders. Capt. Griffin of the Lagonda and Señor Mantell and Señor Mirandi are under arrest, together with other passengers and all the crew.

The Lagonda arrived here three or four days ago, and since then has been cruising up and down the harbor and into the Sound, and has also made two or three trips up the river.

She was apparently sailing under cruising papers, and the party on board seemed bent only on pleasure. The officers of the yacht came ashore on two or three occasions, and Señor Mantell and his friends made some acquaintances among the young bloods of the town.

Two days ago Mantell invited some of these Fernandina acquaintances to go on a run up the river. The invitation was accepted, and a rollicking good time was had. N. B. Borden, the British Vice-Consul at this port, who is a well-known citizen here, appeared to have a good deal to do with the yacht and her party, but this circumstance aroused no suspicion either in Federal official circles here or among the townfolk, for Borden's reputation for straightforwardness has heretofore been the best.

By some strange accident, to-day or by design, which it is not known, an official telegram addressed: "Collector Port of Fernandina, Fla." fell into the hands of Borden, and was opened by him.

He may have opened it without looking at the address unintentionally, but the contents of this message came somehow under his eye before the Collector of the Port, M. G. L. Baltzell, got the telegram; and a little later two large heavily strapped boxes, 5 feet long and 12 by 18 inches square at the ends, were found floating in the harbor. They were picked up by boats from the shore and opened by Collector Baltzell. This was before he received the orders from Secretary Carlisle to seize the yacht.

The boxes contained cavalry equipments of the latest design, together with side arms, swords, &c. It is known that these boxes had been on the Lagonda, for some of the Fernandina party entertained by Señor Mantell the other day say now that they recollect having seen the boxes on board the yacht.

It is suspected that the Lagonda's party, having been apprised of the fact that the United States Government was about to seize the yacht, began to throw her contraband cargo overboard, but the seizure came before they could get more than two boxes out of the hold.

Since her seizure Collector Baltzell has been very reticent about what he found on board the Lagonda, and everybody connected with the Custom House is under orders of the Collector to preserve the greatest secrecy. But it has leaked out that the Lagonda's cargo is wholly of arms, ammunition, and cavalry accoutrements, and these contraband goods were undoubtedly intended for use by one of the South American States.

The Lagonda left New York two or three weeks ago, and another yacht which left about the same time has been under the same suspicion that she has been. The Treasury Department has been on the lookout for both, suspecting that they would enter some obscure port in Southeastern waters to take their cargoes on board. Whether the Lagonda had her "contraband of war" in her hold when she left New York or not is not known.

The Charleston News & Courier

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A CUBAN EXPEDITION.

Fernandina is in a State of Excitement Over the Arrival of a Suspicious Vessel in that Harbor.

SAVANNAH, GA., January 12.—A special to the Morning News from Fernandina, Fla., says: The statement in a New York paper of Friday concerning the arrival of a vessel touching this point and bound for Cuba has been verified by recent development, and this town is enjoying a genuine sensation.

The steam yacht *Lagonda* arrived last Monday from New York, ostensibly for the purpose of filling her coal bunkers and proceeding to the West Indies on a pleasure cruise. The next day her charterers invited the collector of the port, a local editor and N. B. Borden, the Spanish consul, to take a trip up the St Mary's River, hoping by the very audacity of the scheme to disarm any suspicion that might arise. It afterward transpired that Mr Borden was the agent for the charterer, a Mr Mantell, and was looking after the business of the expedition, having chartered the vessel from her owner, the Rev W. R. Moore, and purchased coal and other supplies. A few days ago a number of boxes and cases arrived by rail for Mr Borden and were loaded on the yacht. To-day one of the same cases was found floating in the river, and on being opened was found to contain cutlasses, knapsacks and canteens. It is supposed that all were thrown overboard and most of them sank. The yacht is being detained by the custom house authorities, and the next developments will be when the steamer *Baracoa* arrives from Boston.

The Morning News correspondent is reliably informed that the latter vessel, a Norwegian of 508 tons, is due to-morrow and is under charter to the same people. The expedition is supposed to be under the direction of Marti, the Cuban patriot, and peculiar significance is attached to the fact of the Spanish consul being the agent of the vessels. He claims to be acting only as a ship broker and ship agent, which is a part of his regular business,

and denies that the expedition is other than a pleasure trip. It is generally believed that only the principals know of the object of the expedition.

Another Account.

FERNANDINA, FLA., January 12.—At 5 o'clock this afternoon the steam yacht *Lagonda*, of New York, which arrived here last Tuesday apparently on a cruise for pleasure, was seized by Collector of Customs Baltzell, acting under orders from Secretary Carlisle, on suspicion of having on board arms and ammunition designed for use in an insurrection in one of the Central American States. Senor Mantell, a Spaniard, about 20 years old, to whom the yacht had been chartered in New York through N. B. Borden, a ship broker and commission merchant of this city, was taken into custody together with a party of friends on board, along with Capt Griffin and the crew. They are all on board the yacht now, but under the eye of a customs officer. They express the greatest surprise at the detention of the yacht, claiming that the yacht was bound for the plantation of Mantell's father, in Costa Rica, and that the fifteen cases of cavalry arms and accoutrements found on the yacht were intended for use on the plantation. But the fact that two cases of similar goods were found floating in the harbor this morning bears out the suspicion that Mantell had begun to get rid of his cargo with a hope of destroying the evidence of his guilt. There is great excitement over the affair, and a big effort is being made to relieve N. B. Borden of any suspicion of complicity in the expedition. His statement is that he chartered the yacht to Mantell innocently and that he supposed that he came into this port simply to get water, coal and some other supplies which had been shipped here by rail for Senor Mantell. He says further that the reason why suspicion has been directed to the craft is that the owners in New York ordered her held here for the payment of one month's charter money overdue, and that the underwriters had telegraphed here cancelling the risk on the *Lagonda*. The yacht and her party will be held awaiting further orders from the Secretary of the Treasury.

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ON A FILIBUSTERING EXPEDITION.

Treasury Department Officials Watching for the
Lagonda and Amadis.

[BY TELEGRAPH TO THE HERALD.]

HERALD BUREAU,
CORNER FIFTEENTH AND G STREETS, N. W., }
WASHINGTON, Jan. 12, 1895. }

The yachts Lagonda and Amadis, which left New York on January 4 ostensibly for the West Indies, have been reported to the Treasury Department as being on a filibustering expedition, and the Assistant Secretary has instructed officers at Savannah, Ga.; Fernandina, Fla., and other points in the South to look out for them and report any suspicious movements.

The yachts were chartered by N. B. Borden. The Lagonda belongs to the Rev. William L. Moore, of No. 301 West Seventy-second street, New York, while the Amadis is the property of George H. Kimball, of Cleveland, Ohio. Mr. Borden chartered the vessels, presumably for a person who stayed for a short time at the St. Denis Hotel, and who gave the name of D. C. Mantell.

The fact that the two yachts were hired by the same man gave rise to the suspicion that they were intended for illegal purposes, and not for a pleasure cruise in the West Indies, as announced by Borden.

ARMS FOUND IN A CASE THAT HAD BEEN SENT TO
THE YACHT.

[BY TELEGRAPH TO THE HERALD.]

SAVANNAH, Ga., Jan. 12, 1895.—A despatch to this city from Fernandina, Fla., says the steam yacht Lagonda arrived there last Monday from New York, ostensibly for the purpose of filling her coal bunkers and proceeding to the West Indies on a pleasure cruise. The next day her charterer invited the Collector of the Port, a local editor, and Mr. Borden, the Spanish Consul, to take a trip up the St. Mary's River, hoping by the audacity of the scheme to disarm any suspicion that might arise. It afterward transpired that Mr. Borden was the agent for the charterer.

Several boxes and cases arrived by rail for Mr. Borden a few days ago, and were loaded on the yacht. One of the cases was found floating in the river to-day, and on being opened was found to contain cutlasses, knapsacks and canteens. It is supposed that all were thrown overboard, and that most of them sank. The yacht is being detained by the Custom House authorities, and the next development will be when the steamer Baracoa arrives from Boston.

The latter vessel, a Norwegian, of 508 tons, is due to-morrow, and is under charter to the same persons. The expedition is supposed to be under the direction of Marti, the Cuban patriot.

14 January 1895, 1

THE FERNANDINA MUDDLE

Latest Developments in the
Yacht Seizure Affair.

THE BARACOA DULY ARRIVES

And Is Thoroughly Searched
by the Customs Officers.

NOTHING SUSPICIOUS IS FOUND

Mr. Borden Gives the History of
His Connection With the
Three Vessels.

FERNANDINA, Fla., January 13.—This morning, at 7 o'clock, the Norwegian steamship Baracoa, Captain S. Causen, came into port and dropped anchor about a quarter of a mile north of Centre street pier. She has an iron hull, painted white, and red below the water-line, and is of about 500 tons burthen—a veritable "tramp," both in design and equipment. She is in ballast and has a crew of sixteen men, all told. As soon as she had anchored she was boarded by Dr. J. L. Horsey, the assistant state health officer, who gave her a clean bill of health, and a little later by G. L. Baltzell, collector of customs, with a deputy. Both officials gave her a very thorough searching, from deck to keel, in which they were given every facility and aid by the captain, but they discovered nothing of a contraband character, nor even of a suspicious look. So they took no official action in her case, nor will the collector do so, unless subsequent developments warrant it. Captain Causen said, when questioned by the correspondent:

"This vessel is the property of Harion & Roe, of Bergen, Norway, but I am her agent for the transaction of all business. The Baracoa has been in the fruit trade a good deal during the past year, but for two months past has been tied up in Boston, idle. Last week I chartered her to Abe Moreas for a trip to the West Indies and the northern portion of Central America, the charter to run for thirty days, from January 6 to February 6, inclusive. This was done through N. B. Borden, of Fernandina, for which he paid me \$175 in advance, with the stipulation that I should run the ship into Fernandina for orders, as well as to get coal, water and other stores. We cleared from Boston last Monday afternoon, and here we are. I have not seen Mr. Borden, and I don't know the charter party, except by name. I have my \$2375 in advance and so am not worrying much. But I assure you that I shall engage in but shall carry on."

Mr. Borden Talks.

N. B. Borden, the ship broker and British vice-consul, takes things very philosophically, and is as cheerful as a cricket

under his newly achieved notoriety. He said at 2 o'clock this afternoon that he had not been aboard of the Baracoa nor seen the captain as yet. "For obvious reasons," he explained, "I do not care to give the name of the party to whom the Baracoa is chartered, for, you see, any vessel recently chartered through me would be very naturally under suspicion, and I do not care to get my customers into unnecessary trouble. But I will say this much—that the Baracoa is not under charter to the same party as the Lagonda is. Her business is a perfectly legitimate one. I assure you."

Of the Lagonda, and his connection with her, Broker Borden did not speak with so much confidence, although he affected an indifference to the general sentiment here that he was "out" for all the money that there was in this thing and that he got it.

"Senor D. B. Mantell, the man to whom I chartered the Lagonda," explained Mr. Borden, "did not show up here as he had agreed to do for the purpose of joining the yacht and taking charge of her, and I never saw young Mantell in my life before he presented his letter of introduction from his father and introduced his friend, T. A. Mirand, the old gentleman. There had been some trouble with the yacht at the outset. In addition to the \$1,000 which Mantell had paid for the yacht as a portion of the charter money, he had also paid \$500 premium on her for a policy of \$20,000 to the New York Marine Underwriters. When she was in collision on her way down New York bay, the Underwriters took charge of her and assumed the bill for her, which was about \$150, I think. I was as much surprised as anybody when I received the telegram from the underwriters cancelling the policy. I am entirely innocent of any collusion with these men to violate any law of the United States—if, indeed, they had intended to do so. My connection with the case is simply that of a broker, and I have nothing to conceal in the whole matter from beginning to end. Today I have received a telegram from Rev. W. L. Moore, the owner of the yacht in New York, in which he directs that the Lagonda remain here until the first month of her charter is out—the 15th—after which he will give further orders about her. As to the Amadis, the other yacht chartered by me for Mantell, I have heard nothing of her since being notified that she had sailed from New York."

"Do you think young Mantell and his elderly companion innocent of any wrong intent in this affair, Mr. Borden?"

"Well, you can judge of that as well as I can. I do know that in the unsettled state of affairs in Costa Rica it is quite necessary for all plantation hands to be armed and prepared for an emergency—and this was the use to which these men allege that these cavalry accoutrements were to be put."

Captain Griffin Offended.

Captain Griffin, of the Lagonda, was ashore this morning and was seen at the post office. He is offended at the newspapers and inclined to be rather "short" and discourteous with members of the press. "You all appear," he said, "to know a good deal more about this yacht and her mission than I do. The Lagonda is not detained or held by any one but myself, as far as I know. I am free to come and go as I please, and so is she. I am under orders from her owners, nobody else. What I shall do and what will be done with the yacht depends upon them. That's all there is to it."

Fifteen minutes later the correspondent was alongside the Lagonda in the row-boat of the state board of health here. She is a rakish-looking craft and very trim in her rig and equipment. Her hull is of wood (not steel, as before reported) and she is painted black. As I was about to step over the rail and onto her deck, a stout man, with a red mustache and dressed much like a farmer, said: "Here! you can't come aboard this boat without a permit from the collector of the port."

The speaker was Deputy Collector C. P. Higginbotham, and he stays aboard the Lagonda, with an assistant, day and

night. His orders from the collector re-
fute the statement of Captain Griffin that
his yacht is not under detention or re-
straint of any kind. Of course, there is
nothing to be seen on board the yacht.
Her fifteen cases of cavalry accoutre-
ments and several cases of cartridge
boxes are all below deck and under the
official seal of the collector. The fabrics
are from the factory of Collins & Co., in
Hartford, Conn., and are of rather a
clumsy pattern.

The President Must Decide.

Collector Baltzell has proceeded very cautiously in this matter from the beginning. "I wired the assistant secretary of the treasury, at Washington," he said, "asking for instructions, and his reply was to proceed under the regulations of the department. There they are"—and the collector pointed to a copy of the printed regulations. The rule under which Baltzell holds the Lagonda is Article 135, which is condensed from Title LXVII, Sections 529 and 530 of the Revised Statutes of the United States. It reads as follows:

"The several collectors of the customs shall detain any vessel manifestly built for warlike purposes and about to depart the United States, the cargo of which principally consists of arms and munitions of war, when the number of the men shipped on board, or other circumstances render it probable that such vessel is intended to be employed by the owner to cruise or to commit hostilities upon the subjects, citizens or property of any foreign prince or state of any colony, district or people, with whom the United States are at peace, until the decision of the president is had thereon, or until the owner gives such bond and security as is required of owners of armed vessels by the previous section."

This bond is for double the value of the ship and her cargo. "I shall hold the Lagonda," says Collector G. L. Baltzell until President Cleveland decides what to do with her. As yet I have heard nothing about any intention to give bond on the part of the owners."

Young Jose Mantell and Senor T. A. Mirand left the city on the early train this morning, saying that they were going to Jacksonville to settle the matter up.

YULEE JUNCTION, Fla., January 13.—Senors Jose Mantell and T. A. Mirand, of the seized yacht Lagonda, at Fernandina, passed through here this morning on their way to Jacksonville. Mantell says that all the cavalry equipments on the yacht were for use in his father's plantation in Costa Rica, the subject being used to cut cane and other growing crops. He threatens to sue the newspapers and to make a claim against the United States government for big damages.

The story of the seizure of the yacht Lagonda at Fernandina, by Collector Baltzell, which appeared in yesterday's Times-Union, aroused considerable interest in this city, which was intensified when it was learned that the Spanish gentlemen supposed to be in charge of the expedition, had arrived here, and were stopping at the Hotel Placide.

They arrived here yesterday morning on the first train from Fernandina, with J. W. Howell, deputy collector of customs of the port of Fernandina, and registered at the Placide. J. Mantell and T. A. Mirand, of New York. Mr. Howell went to the New Duval, and returned to Fernandina in the afternoon.

Senors Mantell and Mirand refused to be interviewed on the subject of the alleged contraband goods found on the yacht. They had nothing whatever to say in regard to the alleged filibustering expedition, and were closeted with an attorney nearly all day.

The New York World of Friday contained pictures of the yachts Lagonda and Amadis, and a two-column story about the purposes for which it is sup-

carry out the terms of my charter as

THE FLORIDA TIMES-UNION
JACKSONVILLE, FLA.

14 January 1895, 1

...and they were fitted out. ...
...that Senor Jose Marti, the
...revolutionist lecturer, has re-
cently visited every place in this coun-
try where there is a Cuban society or
club, and delivered addresses calculated
to stir up the patriotism of his country-
men, has given rise to the reports that
the arms found on board the Lagonda
was to be taken to the Cuban patriots.
Deputy Collector Howell had nothing
whatever to say regarding the seizure
of the yacht, or what instructions had
been received from Washington in re-
gard to it.

It is understood that the matter will
come up before Judge Locke, of the
United States court, today, for an in-
vestigation.

The yacht Amadis, which was char-
tered by N. B. Borden at the same time
as the Lagonda, was last heard of at
Norfolk, but has no doubt reached
Tybee by this time, as she cleared for
Savannah. George H. Kimball, of
Cleveland, the owner of the Amadis,
has telegraphed Captain Weed, the
commander of the yacht, that if any
bad business is attempted with the boat
the captain shall apply to the United
States consul at the nearest port for
protection. The World starts off its
article by saying: "If it was the in-
tention of N. B. Borden, of Fernandina,
Fla., and of his mysterious employer,
'D. E. (or E. D.) Mantell,' to use the
steam yachts Lagonda and Amadis for
a purpose not mentioned in the charter,
it is now pretty certain that there will
never be an opportunity to do so. Yes-
terday morning the Rev. William L.
Moore, alarmed at the rumors that
were abroad in connection with his
yacht Lagonda, wired to his sailing
master, Captain Griffing, to remain at
Fernandina until January 18, and then,
at all hazards, to return to New York.

"It was expressly stipulated in the
charter, when Lagonda was turned over
to Mr. Borden, that no cargo should be
taken aboard. The fact that twenty
cases were put aboard is a violation of
the terms of the agreement, and Mr.
Moore is at a loss to understand how
it was done. It was also expressed in
the same document that the yacht was
chartered for a cruise in the West
Indies. But, according to a telegram re-
ceived by Mr. Moore yesterday, Captain
Griffing was told after arriving in Fer-
nardina that Mr. Borden and Mr. Man-
tell were bound for Costa Rica. While
this would not in itself vitiate the in-
surance on the yacht, it would certainly
stand in the way, underwriters say,
of any claim for damages."

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AT THE HOTELS.

J. Mantell, of New York, is pleasantly located at Hotel Placide.

Capt. W. Gibson, of the steamer Vigilant, is registered at Hotel Placide.

C. C. Wolf and wife, of Gainesville, Fla., are among the late arrivals at Hotel Placide.

Frank R. Kelly, a well known sporting man of Saratoga Springs, arrived in the city yesterday and is a guest of the Hotel Placide.

L. B. Schuler, the large wine merchant, of Brooklyn, N. Y., is a guest of the Windsor.

W. C. Scofield and C. W. Scofield of Cleveland, are located at the St. James for some days.

H. C. Willis, wife and daughter, of Boston, Mass., are guests of the Windsor for a few days.

Mr. and Mrs. G. W. Welden, of Rochester, N. Y., are spending several days at the St. James.

Wm. C. Burchimer of the United States army, and wife, registered at the St. James yesterday.

S. S. Jerome, of Kansas City, together with a party of five registered at the Windsor last night.

G. W. Johnson and wife, Mrs. C. S. Thompson and two boys of Brooklyn, N. Y., are at the Windsor.

Mr. and Mrs. O. E. Evans and Miss Pulse of Indianapolis, are among the arrivals at the St. James.

Hon. Benjamin P. Calhoun, a prominent attorney from Palatka, is stopping at the New Duval hotel.

E. P. and W. G. Washburn, of Thomaston, N. C., are in the city for a few days and are stopping at the New Duval hotel.

Dr. E. H. Light, of Bay City, who has recently purchased a large tract of land in South Florida, arrived at the Placide yesterday.

F. Goodwin and family and Mr. W. S. Fleming and family, of Williamsport, Ind., leave this morning for a trip through the southern part of the state, and will visit Cuba before they return. They have spent the past week very pleasantly at the New Duval hotel.

HOTEL ARRIVALS.

DUVAL HOTEL.

J. Johnson, Birmingham, Ala.; J. Dorsey, Tampa; Mrs. Dorsey, Tampa; Miss E. A. Wolf, St. Louis; A. L. Treeshbach, Lewis Dresser, city; Benj. P. Calhoun, Palatka; John F. Franz, Tampa; John T. Mayhew, Washington; R. W. Davis, Palatka; E. P. Washburn, W. G. Washburn, Thomaston, Me.; J. M. Barco, Gainesville; W. C. Jackson, Bronson, Fla.; J. M. Mooney, Pensacola; A. W. McLaughlin, city; J. H. Stephens, Plant system; Chas. H. Dunn, Tampa; J. W. Cox, Boston; J. P. Clarkson, W. E. Mettall, G. H. Richardson, E. W. Fleming, city; J. M. Howe, wife and child, Nashville; Mrs. M. L. Hathaway, Miss L. Hathaway, Owenboro, Ky.; C. G. Frasht, New York; Mrs. Frasht, Gen. Floyd King, New York; L. Kenden, Palatka, Fla.; Y. W. Mann, Ocala, Fla.; Pearce Mann, Ocala; F. E. Davis, Williamsport, Pa.; L. H. Yone, Atlanta; J. L. Brothers, Savannah, Ga.; A. Y. Hampton, Mrs. Hampton and children, Miss Carrie Hunt, Lake City, Fla.; J. W. Burton, Henry Union, G. L. Saltrobach, New York; A. R. Van Deever, Newark, N. J.; J. H. Lathrop, Stockport, N. Y.; D. Hubbard, Buffalo, N. Y.; J. W. Howell, Fernandina, Fla.; Wm. H. Howard, Bradford, Pa.; J. J. Harlemboro, Mrs. Harlemboro, Des Moines, Ia.; J. H. Albert, Florida; Geo. W. Trobridge, Mrs. Trobridge, Glendale, Ohio; Miss Mizell, Minneapolis.

ST. JAMES.

H. W. Brooks, Boston; R. S. Cox and wife, Chicago; Mrs. G. M. Hall, Chicago; P. W. Edwards, Cincinnati, O.; M. R. Cory, R. W. Dixon, New York; C. E. Love, Knoxville, Tenn.; Mrs. B. F. Finley, Miss C. S. Finley, New York City; Mr. and Mrs. C. H. Porter, Chicago; R. F. Sprague, wife and child, Greenville, Mich.; C. E. Evans and wife, Miss Pulse, Indianapolis, Ind.; E. G. Davidson, Cincinnati, O.; E. L. Hall, California; E. J. Hart, city; George Nauman, wife and son, Lancaster, Pa.; Mrs. W. D. James, Ohio; A. W. Frost and wife, New York; D. H. Thrall, Georgia; D. C. Purse, city; P. C. Coleman and wife, St. Louis; W. E. Burchimer, Mrs. Burchimer, U. S. army; Edward P. Hern, U. S. army; M. D. Landen, New York; C. G. Buringame, New York; Benjamin Rose, Cleveland, O.; J. A. Dear, Jersey City; Victor Bunzl, G. C. Kunhusch, New York; G. D. Thayer, Boston; W. D. Cogswell, Chicago; T. E. Lockwood, Kansas City; G. F. Corell, New York; M. A. Scott, Memphis, Tenn.; W. E. Scofield, C. W. Scofield, Cleveland; Mr. and Mrs. Geo. W. Welden, Rochester; P. H. Agun, Syracuse, N. Y.; H. T. Solomons, New York.

THE GRAHAM, Palatka.

Mr. and Mrs. H. E. Needham, Chicago; F. P. Couger, wife and child, Chicago; W. E. Dobbins, Atlanta; H. C. Berry, Baltimore; A. F. Stewart, city; Austin O. Warner, city; J. D. Dymond and family, Chicago; J. B. Crutchfield, Boston; S. H. Dare, Jacksonville; J. B. Weyman, Rochester, N. Y.; F. L. Hurley, Philadelphia; Wm. A. Warden and wife, W. B. Fay and wife, Etta C. Fay, Flora G. Fay, Worcester, Mass.; J. Clarke, Gainesville, Fla.; J. L. Todd, Louisville; W. A. Whale, Interlachen; J. J. Gross, Savannah; G. D. Bryan, P. N. Bryan, New Smyrna; W. L. Jeter, Atlanta; L. Nickerson, Boston; Robert Flourmow, Macon, Ga.; Henry Lettles, Satsuma, Fla.

WINDSOR.

E. Harman, Baltimore; Al Goldstuck, New York; J. W. Johnson, Birmingham, Ala.; J. H. Woodford, Jackson, Miss.; Mrs. C. M. Seaning, Detroit; E. C. Quikley, H. C. Willis and wife, Miss A. L. Willis, Boston; O. W. Johnson and wife, Mrs. C. R. Thompson and two boys, Brooklyn; J. R. Felcher, New York; Mrs. George Munerthun, Miss Louisa Munerthun, Mrs. Josie Delhl, N. H.; S. S. Jerome, Kansas City; J. W. Hopson, Quilman; Richard Hyde, L. B. Schuler, Brooklyn; P. Ruhlman, New York.

HOTEL PLACIDE.

A. H. Somers, Chicago, Ill.; W. H. Martin, Chattanooga, Tenn.; A. D. Cotton, Nellie L. Cotton, Boston, Mass.; Mrs. M. A. Hicks, Mt. Dora, Fla.; Dr. E. W. Leigh, Bay City, Me.; A. D. Anderson, Ashtabula, O.; J. Mantell, T. A. Mirand, R. Mayer, New York; W. H.

14 January 1895, 3

THE MYSTERIOUS FLEET.

Arrival of the Steamer Baracoa at Fernandina, Fla.,
In Water Ballast.

SHE WAS CHARTERED BY MR. BORDEN

Senor Marti, It Is Intimated, May Be
Implicated in the Filibustering Scheme.

WHERE WERE THE VESSELS GOING?

The Waters in Front of Fernandina to Be
Dragged for Cases of Rifles
Thought to Be Sunk.

It is intimated in despatches from Fernandina, Fla., that Senor Jose Marti, head of the Cuban revolutionary movement, is implicated in the filibustering cruise of the steam yacht Amadis. Since the departure of the Amadis and Lagonda for the South, certain circumstances have materialized to lead suspicion in that way. It was said yesterday that Senor Marti was South; that he had gone to Florida some weeks ago. It was also telegraphed here that Senor Marti, who may have been Marti, was in Fernandina six months ago, and that he was the guest of the British Consul, N. B. Borden.



JOSE MARTI.

Senor Marti's home, according to Enrique Trujillo, editor of the Cuban revolutionary journal El Porvenir, is at Central Valley, Orange County. It may have been only a coincidence, but the fact still remains that D. E. Mantell, the swart-complexioned employer of Mr. Borden, registered from Central Valley when he went to the Hotel St. Denis.

The Fernandina despatches say that Mr. Mantell is now under surveillance aboard Lagonda. He may or may not be Senor Marti, and it rests with Mr. Borden, now, to declare the real identity of the steam yacht's charterer.

Senor Marti was until October, 1891, the accredited representative at this port for the Argentine Republic.

In order to espouse the cause of the Cuban revolutionists without standing in fear of official interference, he resigned the office at that time. Accompanying his resignation came a statement in some of the New York newspapers that he had done so to forestall the action of loyalists here who had petitioned the Argentine Republic to discharge him in disgrace. As a matter of fact, the loyalist newspaper did print an attack against Senor Marti after he had handed in his resignation.

Editor Trujillo has an imperfect recollection, he says, of Mantell, or Mantille. He describes him as a young man of revolutionary tendencies who spent most of his time here at the Spanish Hotel in Fourteenth street. The suspicion that Senor Marti is connected with the Lagonda-Amadis enterprise does not necessarily indicate that the expedition was aimed at Cuba. He is well known to all Spanish revolutionists.

The relations of Costa Rican revolutionists to those in Salvador, for instance, are warm; and the report that Ezeta, brother of the deposed ex-President of Salvador, had gone to Mexico may mean something. Jimenez, ex-Minister of War, State and Finance under the Ezeta regime, has left this city also, and his whereabouts at present is not certainly known.

What official action may be taken over Mr. Borden's alleged connection with the Lagonda affair is somewhat speculative just at present. Mr. Borden declares that he is innocent of any wrong intention, that he went into the chartering in good faith. He denied to a reporter in Fernandina that he had chartered the Amadis, but later admitted it.

The Amadis, which was believed to have been off the coast with a cargo steamship, has turned up at Charleston, according to Mr. Hubbe, the broker who chartered her to Mr. Borden. Mr. Kimball, her owner, is due here to-day, bent on recovering his boat. It was given out in Fernandina yesterday that the Baracoa, chartered by Mr. Borden, was for the use of A. De Mores.

The World correspondent wired that the steamship was chartered for a voyage to the West Indies and north part of Central America, Bluefields and Port Limon excluded. She arrived at Fernandina laden with coals only, and it was said, went there to be laden with lumber, machinery and merchandise. The collector boarded her, and found nothing suspicious.

In justice to Senor Marti it should be said that a photograph of him was not recognized by the employees of the Hotel St. Denis.

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FERNANDINA, Fla., Jan. 12.—There steamed up the bay to-day a small ship that proved to be the Norwegian Baracoa, Capt. Clausen, that sailed from Boston about a week ago. This is the mysterious unknown vessel associated with the yacht Lagonda, detained by customs officers here yesterday and suspected because of rifles and outlasses being aboard.

The Baracoa is a swift iron steamer of 386 tons register. The chartering of this vessel is the result of Mr. Borden's visit to Boston the latter part of December. Borden stopped at the Adams House while in Boston, and is reported to have passed himself off as an Englishman.

As soon as the Baracoa dropped anchor an Associated Press representative boarded her. Capt. Clausen said that his instructions from Mr. Borden, the charter party, had been to proceed from Boston to Fernandina and load with 200 tons of coal and merchandise for West Indian ports. He had received 474 pounds sterling in advance for his services.

The Baracoa came water ballast and nothing suspicious was found aboard. Senors Mantell, Jr., and Mirandi, of the Lagonda, left here to-day, and it is the opinion here that they will not return.

It transpired to-day that Borden received the day before Christmas, via Mallory line, 150 large and small cases supposed to contain arms and ammunition.

All that can be found of the 150 cases are the few that are on the Lagonda, now in charge of United States Deputy Marshal. The river will probably be dragged to-morrow for the missing cases. The Lagonda was seized under neutrality law 136.

That the Lagonda has been chartered in the interest of some Central American revolutionary party is only too apparent. Senor Marti, a noted Cuban revolutionist, was here six months ago, the guest of N. B. Borden, British Vice-Consul at this port. It is now supposed that he is interested in the charter of this boat, Amadis, and a third vessel that is unknown. It is understood that Senors Mantell, Jr., and Mirandi are residents of Costa Rica.

Mr. Borden denies that he knew anything of the matter and said: "I was introduced in New York to Mr. Mantell, a Spaniard, and at his instigation chartered the Lagonda through Lord & Balli."

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Mr. Borden denied that the yacht was to aid any Central American revolution. The rumor was started because the owner wired here that the yacht should not proceed further until one month's rent was paid in advance. Borden at first denied knowledge of the Amadis, but he afterwards admitted that he had chartered her, but said he did not know her whereabouts.

Mantell, the Spanish passenger on Lagonda, is a young man of twenty years, son of D. E. Mantell, who, it seems, is furnishing money for the expedition. Senor Mirandi is another Spaniard on board and passes as the younger man's guardian. When detained they claimed that the material was to be used on plantations owned by Mantell at Limon, in Costa Rica. Fifteen large cases of cavalry accoutrements are in the cargo of the vessel. The vessel will be held here subject to orders from Washington.

It is intimated in despatches from Fernandina, Fla., that Senor Jose Marti, head of the Cuban revolutionary movement, is implicated in the filibustering cruise of the steam yacht Amadis. Since the departure of the Amadis and Lagonda for the South, certain circumstances have materialized to lead suspicion in that way. It was said yesterday that Senor Marti was South; that he had gone to Florida some weeks ago. It was also telegraphed here that a Senor Marti, who may have been Marti, was in Fernandina six months ago, and that he was the guest of the British Consul, N. B. Borden.

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In order to espouse the cause of the Cuban revolutionists without standing in fear of official interference, he resigned the office at that time. Accompanying his resignation came a statement in some of the New York newspapers that he had done so to forestall the action of loyalists here who had petitioned the Argentine Republic to discharge him in disgrace. As a matter of fact, the loyalist newspaper did print an attack against Senor Marti after he had handed in his resignation.

Editor Trujillo has an imperfect recollection, he says, of Mantell, or Mantille. He describes him as a young man of revolutionary tendencies who spent most of his time here at the Spanish Hotel in Fourteenth street. The suspicion that Senor Marti is connected with the Lagonda-Amadis enterprise does not necessarily indicate that the expedition was aimed at Cuba. He is well known to all Spanish revolutionists.

The relations of Costa Rican revolutionists to those in Salvador, for instance, are warm; and the report that Ezeta, brother of the deposed ex-President of Salvador, had gone to Mexico may mean something. Jimenez, ex-Minister of War, State and Finance under the Ezeta regime, has left this city also, and his whereabouts at present is not certainly known.

What official action may be taken over Mr. Borden's alleged connection with the Lagonda affair is somewhat speculative just at present. Mr. Borden declares that he is innocent of any wrong intention; that he went into the chartering in good faith. He denied to a reporter in Fernandina that he had chartered the Amadis, but later admitted it.

The Amadis, which was believed to have been off the coast with a cargo steamship, has turned up at Charleston, according to Mr. Hubbe, the broker, who chartered her to Mr. Borden. Mr. Kimball, her owner, is due here to-day, bent on recovering his boat. It was given out in Fernandina yesterday that the Baracoa, chartered by Mr. Borden, was for the use of A. De Mores. Who De Mores may be is not stated.

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STILL HOLDING THE LAGONDA.

Collector Baltzell, of Fernandina,
Will Not Release the Sus-
pected Steam Yacht Yet.

SABRES FOR AGRICULTURE.

That Is the Explanation Given by
Young Mantell for Their Presence
on Board the Vessel.

SEARCHED THE BARACOA.

Nothing Suspicious Found in Her, Al-
though She Is Chartered by
Vice Consul Borden.

[BY TELEGRAPH TO THE HERALD.]

FERNANDINA, Fla., Jan. 13, 1895.—Captain Griffin, of the detained and suspected steam yacht Lagonda, was ashore this morning and was seen at the Post Office. He is offended at the newspapers and inclined to be rather short and discourteous with members of the press.

"You all appear," he said, "to know a great deal more about this yacht and her mission than I do. The Lagonda is not detained or held by any one but myself, as far as I know. I am free to come and go as I please and so is she. I am under orders from her owners, nobody else. What I shall do and what will be done with the yacht depends upon them. That's all there is to it."

I was alongside the Lagonda fifteen minutes later in the rowboat of the State Board of Health. She is a rakish looking craft, and very trim in her rig and equipment. Her hull is of wood, not steel, and she is painted black. As I was about to step over the rail to her deck a man said:

"Here! You can't come aboard this boat without a permit from the Collector of the port."

The speaker was Deputy Collector C. P. Higinbotham, and he stays aboard the Lagonda, with an assistant, day and night. His orders from the Collector refute the statement of Captain Griffin that the yacht is not under detention or restraint of any kind.

NOTHING TO BE SEEN.

Of course, there is nothing to be seen on board the yacht. Her fifteen cases of cavalry accoutrements and several other cases of cartridge boxes are all below deck and under the official seal of the Collector. The sabres are from the factory of Collins & Co., in Hartford, Conn., and are rather of a clumsy pattern. Collector Baltzell has proceeded very cautiously in this matter from the beginning.

"I wired the Assistant Secretary of the Treasury at Washington," he said, "asking for instructions, and his reply was to proceed under the regulations of the department. I shall hold the Lagonda until President Cleveland decides what to do with her. As yet I have heard nothing about any intention to give bonds on the part of the owners."

ARRIVAL OF THE BARACOA.

The Norwegian steamship Baracoa, Captain S. Clausen, came into port at seven o'clock this morning, and dropped anchor about a quarter

of a mile north of the Centre street pier. She has an iron hull, painted white and red below the water line, and is of about five hundred tons burthen. She is in ballast, and has a crew of sixteen men, all told. As soon as she had anchored she was boarded by Dr. J. L. Horsey, the assistant State Health officer, who gave her a clean bill of health, and a little later by G. L. Baltzell, Collector of Customs, with a deputy. Both officials gave her a thorough searching from deck to keel, in which they were given every facility and aid by the Captain, but they discovered nothing of a contraband character, nor even of a suspicious appearance. So they took no official action in her case, nor will the Collector do so, unless subsequent developments warrant it. Captain Clausen said, when questioned by me:

"This vessel is the property of Harloff & Roe, of Bergen, Norway, but I am her agent for the transaction of all business. The Baracoa has been in the fruit trade during the last year, but for two months has been tied up in Boston tide. Last week I chartered her to 'Abe' Morera for a trip to the West Indies and the northern portion of Central America. The charter is to run from January 6 to February 6, inclusive. This was done through N. B. Borden, of Fernandina, for which he paid me \$475 in advance, with the stipulation that I should run the ship into Fernandina for orders, as well as to get coal, water and other stores."

WILL OBSERVE THE LAW.

"We cleared from Boston last Monday afternoon, and here we are. I haven't seen Mr. Borden, and I don't know the charter party except by name. I have my money in advance and so am not worrying much, but I assure you that I shall engage in no unlawful business, but shall carry out the terms of my charter, or as far as I can do so legally."

N. B. Borden, ship broker and British Vice Consul, takes things philosophically, and is as cheerful as a cricket under his newly achieved notoriety. He said at two o'clock this afternoon that he had not been aboard of the Baracoa nor seen the captain as yet.

"For obvious reasons," he explained, "I do not care to give the name of the party to whom the Baracoa is chartered, for, you see, any vessel recently chartered through me would be very naturally under suspicion, and I do not care to get my customers into unnecessary trouble. But I will say this much, that the Baracoa is not under charter to the same party as the Lagonda is. Her business is a perfectly legitimate one, I assure you."

Of the Lagonda and his connection with her Borden did not speak with so much confidence, although he affected an indifference to the general sentiment here that he was "out" for all the money that there was in this thing and that he got it.

HIS SON INSTEAD.

"Senor Do Mantell, the man to whom I chartered the Lagonda," explained Mr. Borden, "did not show up here as he had agreed to do for the purpose of joining the yacht and taking charge of her, and I never saw young Mantell in my life before he presented his letter of introduction from his father and introduced his friend, Mirandis, the old gentleman. There had been some trouble with the yacht at the outset. In addition to the \$1,000 which Mantell had paid for the yacht, a portion of the charter money, he had also paid \$300 premium on her for a policy of \$5,000 to the New York Marine Underwriters. When she was in collision on her way down New York Bay the underwriters took charge of her and assumed the bill for her, which was about \$150, I think. I was as much surprised as anybody when I received the telegram from the underwriters cancelling the policy. I am innocent of any collusion with these men to violate any law of the United States. If, indeed, they had intended to do so. My connection with the case is simply that of a broker, and I have nothing to conceal in the whole matter from beginning to end."

"I have received a telegram to-day from the Rev. W. L. Moore, the owner of the yacht, in New York, in which he directs that the Lagonda remain here until the first month of her charter is out, January 18, after which he will give further orders about her. As to the Amadis, the other yacht chartered by me for Mantell, I have heard nothing of her since being notified that she had sailed from New York."

IS NON-COMMITTAL.

"Do you think young Mantell and his elderly companion innocent of any wrong intent in this affair, Mr. Borden?"

"Well, you can judge of that as well as I can. I do know that in the unsettled state of affairs in Costa Rica it is quite necessary for all plantation hands to be armed and prepared for an emergency, and this was the use to which these men allege that these cavalry accoutrements were to be put."

Young Mantell and Senor Jose Mirandis left the city on the early train this morning, saying that they were going to Jacksonville to settle the matter up. Mantell says that all the cavalry equipments on the yacht were for use on his father's plantation in Costa Rica, the sabres being used to cut cane and other growing crops. He threatens to sue the newspapers and to make claim against the United States govern-

ment for big damages. There is a strong suspicion here that both men are Cuban patriots, and that Mirandis is none other than Marti, the Cuban insurrectionist leader.

BY WHOM AND FOR WHAT THE BARACOA WAS
CHARTERED IN BOSTON.

[BY TELEGRAPH TO THE HERALD.]

Boston, Mass., Jan. 13, 1895.—"The steamer Baracoa should reach Fernandina," said her agent, Mr. Orest Loats, to me, "to-night. We cleared her January 5 and she put to sea January 6."

"Captain Solomon Clausen, who is in command, has been twenty-five years a shipmaster, and would not knowingly take out any unlawful cargo. In any case, the publicity that the HERALD has given to the matter will open his eyes, so that there is no danger now of his getting contraband goods aboard. He has a month's pay in advance, and will simply demand lawful cargo and if it is not forthcoming will take nothing. Mr. Borden, the agent who hired the steamer of us, is the Norwegian and Swedish Consul at Fernandina, as I am in Boston, and it was quite natural that he should come to me, especially as the Baracoa is a Norwegian craft. He was a charming gentleman, but I took the precaution to look him up, and found that by the records he was born in 1800 and appointed Consul in 1850."

"We came to terms readily, as the Baracoa has been idle of late. By the terms of the charter it was agreed that the Baracoa could go to the West Indies and as far south as the north coast of South America and as far north of Cape Hatteras as Boston. The terms as to going south were suggested by Mr. Borden. I noted an unusual clause in the charter where it provided that the steamer should go from one West Indian port to another with 200 passengers and some machinery to work on one of the islands. He said that they were laborers, but did not name the destination. I think the charter would permit one of the ports of destination to be in South America."

It is considered significant here that Captain Dane, who went down to Rockland, Me., to command the Amadis, should have backed out. He is a brave man. If he was told enough of the errand of the ship to decline, could not Captain Clausen also be let into the secret? The Amadis was repaired for the cruise in East Boston and left the same day as the Baracoa. No hint of her errand was given at the ship yard.

GOVERNMENT OFFICIALS CAUTIONED TO SEE THAT
NEUTRALITY LAWS ARE RESPECTED.

[BY TELEGRAPH TO THE HERALD.]

HERALD BUREAU.

CORNER FIFTEENTH AND G STREETS, N. Y.
WASHINGTON, Jan. 13, 1895.

The Treasury Department has been officially advised of the suspicious character of the cargo of the yacht Lagonda, which arrived at Fernandina, Fla., on Friday last, bound for Cuba. The first information came from the Collector of Customs at Fernandina on Tuesday last. This was to the effect that the vessel named had arrived in port, and had taken on a suspicious cargo. Later in the day a private letter was received from New York, stating that the Lagonda and Amadis had left New York on January 5 on a filibustering expedition, and would probably touch at Fernandina or Tampa, Fla., or Savannah, Ga.

Instructions were immediately sent to Special Agent C. A. Macater, at Savannah, and W. S. Paul, at Tampa, directing them to keep a sharp lookout for the two vessels and co-operate with the collector to prevent violation of the neutrality laws. The instructions to the collector at Fernandina were to the same effect. Whether he has detained the Lagonda or discovered the cargo to be war supplies, as stated in this morning's press despatch, has not been officially confirmed as yet, as far as can be ascertained; nor has the department any information as to the kind of filibustering expedition the ships are engaged in.

BELIEVED TO BE CONNECTED WITH THE CUBAN
REVOLUTIONISTS.

It is generally believed here that the revolutionary party in Cuba, headed by Jose Marti, is responsible for the mysterious cruising of the steam yachts Lagonda and Amadis.

News of the discovery of arms and military supplies on the Lagonda by the Collector of Customs at Fernandina, Fla., goes far to confirm the belief that the yachts were in the employ of the Marti party, who for months have been energetically preparing for revolution.

The Amadis, of which nothing has been heard since she left Hampton Roads on Thursday, also carries, so many here believe, a contraband cargo.

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NO NEWS OF THE AMADIS.

The Customs Authorities Keeping a Sharp Lookout for Her.

Nothing has been heard of the steam yacht Amadis, which was expected to arrive here from New York yesterday. The story of the Amadis' connection with the alleged filibustering expedition from Fernandina was given in yesterday's Morning News.

The customs authorities here were on the alert all day for the yacht, and the river was closely watched, but with no result. The Amadis left Norfolk Friday, where she put in for water, and was expected to call here for coal and water and for further orders. It may be that she has been delayed on the way down, or that she has put in somewhere north of here, and has thought best to avoid Savannah on account of the danger of being seized here.

A close lookout will be kept for her today, and if she arrives she will be at once taken charge of by the authorities.

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The Seizure of the Lagonda.

FERNANDINA, Fla., Jan. 13.—N. B. Borden, the British Vice-Consul at this place, who chartered to Señor Mantell the steam yacht Lagonda, which was seized here yesterday by order of Secretary Carlisle, says that he did so innocently, and that he supposed she came into this port simply to get water, coal, and some other supplies which had been shipped here by rail for Mantell.

He says further that the reason why suspicion has been directed to the craft is that the owners in New York ordered her held here for the payment of one month's charter money overdue, and that the underwriters had telegraphed here cancelling the risk on the Lagonda.

The Charleston News & Courier

15 January 1895, 1

THAT FILIBUSTERING YACHT.

The Armades will Probably Stop Here En Route for the West Indies.

BEAUFORT, N. C., January 14.—The yacht Armades has just left bound south, and will probably stop at Charleston, S. C. The captain said he was bound for Savannah, where he would fit and the owners would come aboard and then go to the West Indies. He had coal sufficient to make Charleston stowed on deck in bags. The crew numbered about nine; all very quiet. Close observation failed to disclose arms or cargo. The yacht will encounter head winds and seas to-day, and will probably not reach Charleston until tomorrow evening, even if it does not stop at Southport.

15 January 1895, 1

ALL FILLED WITH ARMS

U. S. Inspector Anderson
Makes a Sensational Dis-
covery at Fernandina.

GOT HUNDREDS OF GUNS

And Anderson Found the Arms Con-
cealed In the Warehouse of
N. B. Borden & Co.

CUBAN PATRIOTS KICKING

They Say There Has Been
Treachery and They Swear
Death to the Traitor.

CARRYING THE WEAPONS TO CUBA

No Doubt That the Arms Were In-
tended for the Patriots Who are
Bent on Overthrowing Spanish
Rule—Martell and Mirandi in
Jacksonville, Wanted by
United States Officials.

FERNANDINA, Fla., January 14.—Oth-
er startling discoveries have been made
today in the case of the steam yacht
Lagonda.

As yet Mr. J. Mantell and his friend,
who left here Sunday morning, have not
returned, although they said positively
they would return today, but up to this
writing nothing has been heard from
them or their whereabouts and it is
very evident that they are now far away
from Fernandina, and that they will not
return.

Major Anderson, United States Inspec-
tor, arrived here last night and was met
by Collector Baltzell. This morning they
went to the office of N. B. Borden &
Co., and not finding Mr. Borden in they
asked his clerk for the keys to a ware-
house which adjoins his office. The clerk
refused to give him the keys until Mr.
Borden came down. On Mr. Borden's ar-
rival Inspector Anderson told Mr. Bor-
den that he had reason to believe that
cases were stored in the warehouse which
were similar to those found in the yacht.
To this Mr. Borden replied that there
were other cases in the warehouse, and
asked Anderson for his authority to
make the search. His badge was soon
revealed, and Inspector Anderson and Col-
lector Baltzell went into the warehouse,
finding numbers of cases which they
opened, and in which they found rifles,
pistols, cartridges, knapsacks, knives,

and lots of other articles which are used
in war. The house was then placed under
guard and no one was allowed to go in.
As to what other steps will be taken
remains yet to be seen.

Dragging the River.

This afternoon the river was being
dragged, near the Lagonda, and it is re-
ported that three cases were raised, of
which two were rifles.

Mr. Borden is in receipt, today, of a
telegram from Mr. Kimball, the owner of
the yacht Amadia, saying that she had
arrived at Savannah. Mr. Borden imme-
diately wired him that as he was unable
to hear from Mr. Mantell or know his
whereabouts, that he would order the
Amadia back to her home port.

The cases which were stored in the
warehouse did not have the appearance
of being arms as the cases were of en-
tirely different shapes from the cases
generally used for that purpose. The re-
port is that 180 cases were received here
by way of the Mallory line and some of
these went on board the Lagonda at this
port. Just how many cases are still in
the warehouse is not yet known. Messrs.
Borden & Co. have Messrs. Baker & Drew
for their attorneys, and Mr. Borden
doesn't seem to be in any way worried
over the affair, but is very much amused
and surprised at the discovery that the
boxes contained arms. The probability is
that the arms, which are still in the
warehouse, will be released in a few days.

Cuban Patriots Indignant.

The seizure of the steam yacht Lagonda
by the United States customs officials at
Fernandina, on the suspicion that her
arms and ammunition were for the "patri-
ots" of Cuba, to wage war upon the consti-
tuted authority, is still the topic of conver-
sation among newspaper readers, and
especially among the Cubans of this city,
nine-tenths of whom are "patriots," mem-
bers of Marti's secret society and regular
contributors to the fund for the revolu-
tionizing of Cuba.

The Cubans here have allowed their
rage and disappointment on the discovery
and frustration of the scheme to get the
better of their judgment, for, while Bor-
den, in Fernandina, and Mirandi and
Mantell are endeavoring to laugh the
thing aside as a huge joke on Uncle Sam,
they give the thing dead away in a vow of
vengeance against the man who "upped"
Uncle Sam as to the suspicious mission
the yacht was bound upon.

A group of Cubans, last night, were
discussing the matter in Spanish on one
of the street corners.

Clenching his fist, one of them ex-
claimed:

"El traidor de Fernandina mal rajo la
porta," which, being interpreted, means:
"The traitor of Fernandina, may the
lightning strike him."

"Who is the traitor?" asked a Times-
Union representative.

"A Cuban in the employ of those doing
their best to make the affair a success."

That ended the information.

Mirandi, Is He Marti?

A rumor was current yesterday that
Mirandi is Marti, the Cuban patriot
leader; but was denied by those who
know Marti. Marti is in Savannah. He
went there and remained in hiding, ex-
pecting to board the second yacht, the
Amadia, in disguise, but since the frus-
tration of the scheme by discovery, is in
closer hiding, or has taken wings and
 flown.

But where are Martell and Mirandi?

It was given out Sunday that they
had left the Placide and had returned to
Fernandina. They have not been seen in
Fernandina. They are in Jacksonville, at
the residence of a Cuban patriot sympa-
thizer.

United States District Attorney Clark
went to Fernandina yesterday. A special
to the Times-Union says: "Mr. Clark,
after investigation of the detention of the
suspicious yacht, is satisfied that she
was bound to Cuba on a filibustering
expedition."

Mantell and Mirandi in Jacksonville.

When Senors Jose Mantell and T. A.
Mirandi left the Placide hotel in this city
Sunday afternoon, they said that they
were going back to Fernandina, at least,
this is the report about the hotel. They
had their trunks go along with them
when they took the carriage, ostensibly
for the F. C. & P. depot, and everything
looked as if they were bound back to
their yacht in Fernandina. But dispatches
from that city indicate that they have not
arrived there and there is a strong sus-
picion that they never will.

Some Cuban patriots in this city said
last night that these two "Costa Rica gen-
tlemen" were not a thousand miles from
Bay street "right now" and that they
were beyond doubt Cuban insurrectionists
under assumed names. Some of the
more imprudent among the cigar-making
Cubans said that they had known all
about this movement for the past six
weeks and had been expecting to hear
about this time that the expedition had
gotten away from Fernandina in safety.
"But," explained one of their number,
"the thing must have been badly planned,
and a big surprise awaits the three hun-
dred of the faithful who are now in ren-
dezvous on an obscure little island off
the southeast coast of Cuba awaiting the
arrival there of arms, accoutrements and
stores."

"But," queried the Times-Union report-
er, "could these men make use of so many
cavalry trappings as are reputed to have
been found in the seized cases at Fernan-
dina?"

Different From Other Uprisings.

"Certainly. This uprising was to have
been different from all its predecessors.
Heretofore the Spanish soldiers have had
a great advantage over the Patriots for
this reason—they were largely cavalry
troops, while the Cubans fought on foot.
So the horsemen would charge them and
route them easily and in this way the
cause of freedom in the 'snug little isle'
has lost many a good soldier. Profiting by
this disastrous experience the leaders of
the present movement decided long ago
that the Patriot troops must be mounted.
Horses are already provided, I understand,
at convenient points on the island, where
the troops, with their arms and their
trappings were to have been landed from
the rendezvous. The agent of the steamer
Uracon in Boston expressed surprise
when he came to that clause in the
charter which provided that this ship
should be at liberty to transport men and
stores from one port to another in the
West Indies. But Mr. Borden explained to
him that these men were laborers with
their bosses and their tools and living
outfits—and so the agent permitted the
clause to stand as originally made out.
Poor fellows! How I pity that little band
on that desolate little isle, practically
waiting for the help that will never

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come! But it seems to be the fate of all our expeditions to go down in failure"—and the pallid-faced patriot sighed heavily as he rolled another cigarette.

The fact that United States deputy marshals were out unusually late, last night, watching the houses of two Cuban patriot sympathizers, leads to the conclusion that they have received information that Mirandi and Mantell are in Jacksonville and instructions to detain them if they attempt to leave.

Wolfe to Investigate.

WASHINGTON, D. C., January 14.—J. Emmett Wolfe, United States district attorney for the Northern district of Florida, has been instructed by Attorney-General Olney to inquire and report all the circumstances attending the arrival of the steam yacht Lagonda, suspected of having on board arms for the revolutionists, or intended revolution, somewhere in the West India islands. The Spanish minister, today, officially asked the United States government to look into the matter. Beyond some suspicious movements of the vessel, no evidence of its being engaged in an unlawful enterprise is yet in possession of the government.

Hon. Frank Clark, United States district attorney, has been directed by the attorney-general to go to New Orleans to represent the government before the United States court of appeals in the case of the forty Cubans charged with violating the contract labor law. As the case will come up tomorrow or Thursday Mr. Clark will be unable to continue the investigation of the yacht seizure in Fernandina and so the attorney-general has directed J. Emmet Wolfe, United States district attorney for the Northern district of Florida, to proceed to Fernandina to conduct the investigation of the yacht case.

The Yacht Amadia.

BEAUFORT, S. C., January 14.—The yacht Amadia has just left, bound south, and will probably stop at Charleston, S. C. The captain said he was bound for Savannah, where he would sit, and the owners would come aboard, and then go to the West Indies. He had coal sufficient to make Charleston stowed on deck in bags. The crew numbered about nine. All very quiet. Close observation failed to disclose arms or cargo. The yacht will encounter head winds and sea today, and will probably not reach Charleston until tomorrow evening, even if it does not stop at Southport.

CHARLESTON, S. C., January 14.—The steam yacht Amadia, suspected of being concerned in a Cuban plot and supposed to be en route for Cuba with arms, etc., for Marti, was expected to arrive in Charleston harbor today but failed to put in an appearance. The collector of the port is on the lookout for her, and she will be detained if she turns up.

THE FLORIDA TIMES-UNION
JACKSONVILLE, FLA.

15 January 1895, 3

"HOTEL PLACIDE."

Main street, one block from Bay Jacksonville Fla

NOW OPEN.

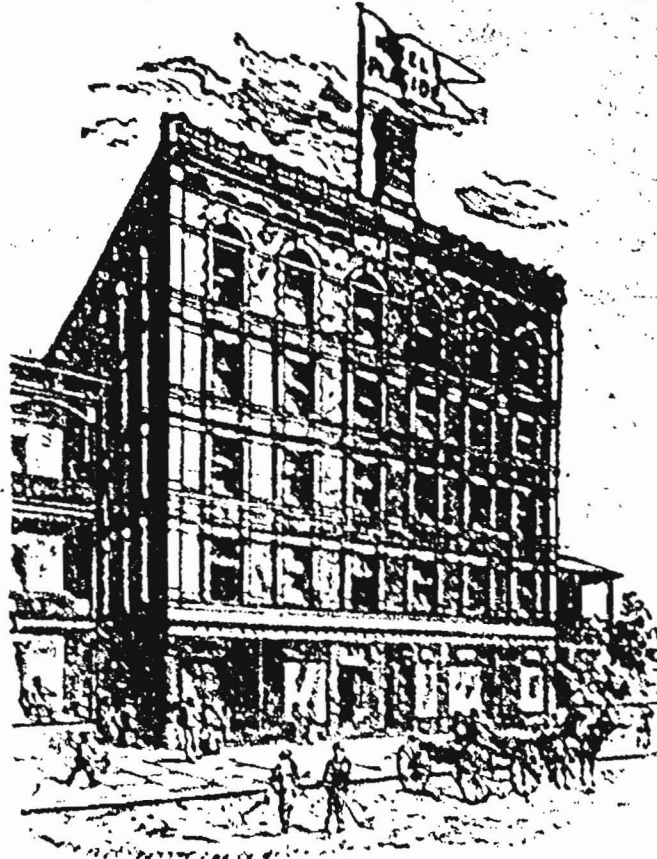
Everything entirely new. Redecorated and elegantly furnished throughout. This will be the most liberally-conducted hotel in the South, with superior cuisine and service. Terms, \$2.50 to \$3.50 per day. Special weekly rates. N. L. WARD.

5 November 1890, 2

HOTELS AND RESORTS.

THE PLACIDE,

Will Open November 1st for the
Season of 1890-'91.



ENTIRELY NEW.

Brick and Stone Building, all Modern Improvements—Elevator, etc., Elegantly Furnished Rooms en suite or single. American and European Plan. Open Fire-places. Cuisine Unexcelled. The Most Centrally Located. Rates—American Plan, \$3 to \$1. Rooms, \$1 upwards, each person. Special rates for permanent guests.

Address, **PLACIDE HOTEL,**

THE FLORIDA TIMES-UNION

JACKSONVILLE, FLA.

15 January 1895, 5

MAYNARD'S TICKET AGENCY,

Felix Garcia, Manager.

Railroad and Steamship Tickets -
bought, sold and exchanged. Member of
American Ticket Brokers' Association.
201 West Bay Street 201

At the Harnett House, Savannah, Ga.,
rates reduced to \$2 per day.

HOTEL ARRIVALS.

ST JAMES.

Mr. and Mrs. H. L. Clark, Philadelphia, Pa.; F. L. Banton, New Jersey; F. S. Snyder and wife, Boston; W. A. Yerxa, Minneapolis, Minn.; Alfred Aldrich, South Carolina; F. H. Lee, Melbourne, Fla.; C. H. Stewart, Melbourne, Fla.; E. W. Parker, Washington, D. C.; James L. Archer, Chicago; Mrs. F. E. Butler, children and maid, Detroit; Miss Lonsav, Frankfort, Ky.; Miss Poetmoon, Louisville; A. H. Hanson, Chicago; F. H. Bowes, New Orleans; J. F. Lathrop, Newton, Mass.; J. H. Dimon, E. M. VanBuren, Brooklyn, N. Y.; C. W. Mervhey, Savannah, Ga.; G. Lovelt, Tallahassee, Fla.; W. G. Gilmore, Tallahassee, Fla.; Jesse Bingham, Wilmington, Del.; G. B. Patterson, Key West; Arthur Odlin, Orlando; Geo. T. Kinson and wife, Omaha, N. C.; T. G. Sanders, Omaha, N. C.; Mrs. T. S. Wilmarth, city; Miss Wilmarth, city; G. D. Huling, Kansas City; S. Brooks, Memphis, Tenn.; H. Halle, Memphis, Tenn.; C. A. White and wife, Middleburg, N. Y.; F. M. Coker and wife, Atlanta; G. H. Chapin, St. Augustine; W. H. Earle, New York; Miss A. Snelling, New York; A. McDelland and wife, New York City; F. M. GEPIN, Philadelphia, Pa.; J. H. Watson, Bartow, Fla.; J. W. Boyd, Bartow, Fla.; Dr. C. C. Gray, New York; J. M. Bird, Galveston, Tex.; Homer Reed and wife, Atlanta; Mrs. J. P. Vining, Ormond.

DUVAL HOTEL.

T. D. Tinsley, George T. Kershaw, Macon, Ga.; F. G. Clarke, Cincinnati, O.; James P. O'Toole, Utica, N. Y.; G. H. Wilson, New York; Platt Brush, Iowa; J. J. King, New York; A. Munsdy, Mrs. A. Munsdy, Fernandina, Fla.; B. B. McDonald, city; J. J. Gross, Savannah, Ga.; B. M. Miller, Deland, Fla.; J. M. Johnston, Nashville, Tenn.; A. O. MacDonell, W. N. Thompson, Fernandina, Fla.; James James, Mrs. James, Philadelphia; H. D. Johnston, Boston, Mass.; J. Burrbaum, Savannah, Ga.; R. J. Riley, Palatka, Fla.; R. T. Teafon, Titusville, Fla.; B. S. Ashley, Winter Haven, Fla.; S. B. Smith, Auburndale, Fla.; W. Martinez, New York; J. W. Shandy, Bronson, Fla.; G. W. Hyde, Gainesville, Fla.; Angus Patterson, Madl-

son, Fla.; S. C. Caldwell, Tallahassee, Fla.; Geo. D. Mendellhall, Dunellon, Fla.; Mrs. D. Mendellhall and two children, Dunellon, Fla.; G. A. Flag, Waldo, Fla.; S. C. Trauerman, Columbus, O.; E. P. Washburn, Thomaston, Me.; W. G. Washburn, Thomaston, Me.; Jesse Bingham, Wilmington, Del.; J. A. Carwell, Ormond, Fla.; D. H. Colt, New York; N. F. Chaffin, Arrerla, N. D.; Mrs. N. F. Chaffin, Arrerla, N. D.; J. H. Pierca, Wilmington, N. C.; Yates Thompson, Savannah, Ga.; E. A. Ballou, Providence, R. I.; Mrs. E. A. Ballou, Providence, R. I.

HOTEL PLACIDE.

A. O. St. John, Sheldon, Me.; Thos. E. Wilsame, city; E. K. Foster, Sanford, Fla.; E. K. Foster, Jr., Sanford, Fla.; F. S. Russell, Maine; S. Ottenheimer, New York; A. J. Fleming and wife, Brooklyn, N. Y.; M. Tilghast and wife, Brooklyn, N. Y.; Master E. B. Murphy, London; J. S. Bust, Penn.; A. Sackett, Atlantic City; H. Reynolds and wife, Chicago, Ill.; S. David, Luraville; Mrs. W. D. Fisher, Sheffield, Mass.; M. M. Wiley, Lebanon, Mo.; O. Osborne and wife, Chicago, Ill.; S. Ross, New York; Henry Miles, Savannah, Ga.; E. F. Davidson and wife, Philadelphia, Pa.; H. Storm, Pensacola, Fla.; L. Kent and wife, Boston; Edith Kent, Boston; Starr Proctor and wife, Brooklyn, N. Y.

WINDSOR HOTEL.

Geo. P. Roney, John A. Henderson, Tallahassee; A. G. Gower, New York; L. A. Bates, Philadelphia; J. W. Fritz, New York; J. M. Fleetwood, New Orleans; P. Ruhlman, New York; A. P. Rosenberger, Philadelphia; Romer Gills, St. Augustine; D. O. Iver, Howard Elcott, R. W. Jones, J. N. Merrill, St. Louis; E. S. Gault, Old Town, Fla.; J. L. Block and wife, New York; W. H. Crane, and wife, Chicago; Robert Hughes, J. H. Park, Jr., New York; Mr. and Mrs. Loomis, W. W. Loomis and nurse, New York; N. Andrews, New York; Frank Robb, Philadelphia; Charles Gloman, W. I. Kelly, Louis Fott, Charles Miller, Philadelphia; D. H. Colt, New York.

THE GRAHAM, Palatka.

J. L. Draper and wife, San Mateo; Miss Draper, San Mateo; C. P. Lovell and wife, Leesburg, Fla.; R. S. Northeeste, Marietta, Ga.; P. J. Croghan, Louisville, Ky.; M. W. Brister, St. Louis, Mo.; H. Price Williams, Richmond, Va.; B. B. Bryan, Findlay, O.; Jesse Bingham, Wilmington, Del.; J. A. Larnerd, Ocala, Fla.; J. L. Smith, Cincinnati, O.; J. W. Brillhart, Williamsport, Pa.; Robt. L. Hopson, Emerald, Fla.; W. D. Griffin, Macon, Ga.; L. W. Listowell, Louisville, Ky.; Thos. J. Glass, New York; H. V. Lyon, Kingston, Ont.; T. M. Darling, Chicago.

15 January 1895, 12

ARMS CONSIGNED TO MR. BORDEN.

He Admits the Fact in Connection with the Sabres Found on Board the Yacht Lagonda.

CAME BY A MALLORY SHIP.

One Hundred and Fifty Cases of War Munitions Were Contained in the Original Shipment.

SEIZED THE WHOLE LOT.

[BY TELEGRAPH TO THE HERALD.]

FERNANDINA, Fla., Jan. 14, 1895.—There was a decided sensation in this city to-night, when it was known that Collector Baltzell had seized a large number of cases belonging to Jose Mantell and consigned to N. B. Borden about two weeks ago. There are about 130 of them and they were found in Borden's warehouse on the river front.

Mr. Borden frankly confessed that they were there when the Collector approached him on the subject, in his official capacity. Borden had not previously denied that he knew where the balance of the cases were, but he had kept his own counsel in the matter. These cases contain cavalry accoutrements and sabres, like the others on the Lagonda.

Collector Baltzell, after he learned that the cases were in Borden's warehouse, was undecided as to whether or not his authority was sufficient to seize goods consigned to Borden and not as yet in the custody of suspected revolutionists. But instructions from the Treasury Department directed him to seize the boxes wherever found.

SPANIARDS VANTAIL.

As was suspected, Mantell and Mirandi did not appear here again last night or to-day. They have undoubtedly gone "for good." In view of this circumstance, Borden has lost faith in them.

As far as can be learned, Jose Mantell and T. A. Mirandi, who are implicated in the alleged filibustering expedition of the yacht Lagonda, detained here, did not accomplish anything in the way of settling the matter while in Jacksonville yesterday. They simply registered at the Hotel Ebelde, took a room and did not leave it again during the day until they gave it up at four o'clock and started back for this place.

United States District Attorney Clark says that he will begin an investigation of the case immediately, in the line of his regular duty, and if the facts warrant it will order the arrest of the two Spaniards, of N. B. Borden and of everybody else connected with it.

Broker Borden was just as "chipper" as ever this morning. He isn't worrying any, and his brother "Tom," who is his partner, is said to have remarked since the seizure of the yacht: "Oh, well, we've got our money. We are all right."

BORDEN'S ADMISION.

To me Mr. Borden admitted to-day that the cavalry accoutrements and sabres seized on the Lagonda were consigned to him prepaid. They were contained in 130 large cases and some smaller ones, and came by the Mallory line about Christmas time. They were discharged upon the steamship pier and then loaded into a freight car of the Florida Central and Peninsular Railroad and transferred in that to Borden at his warehouse about a mile up the river from the Mallory docks. They were unloaded the same day. The only mark on the outside of the cases was a carelessly made cross in black marking ink.

The theory that the boxes found afloat were accidentally dropped overboard while they were being put aboard the yacht and not thrown overboard to destroy evidence of crookedness, finds many supporters to-day. The longer cases, with the canvas knapsacks in them, would hardly

sink any way. Captain Griffing, of the Lagonda, this morning received a letter from the Rev. Mr. Moore, dated New York, January 11, which informed the Captain that the rumors about Mantell & Co. were well founded, and to take good care of the yacht and remain at Fernandina till January 18, when he must proceed at once to New York. This letter was written before the yacht was seized by the government, and, of course, the Captain cannot return with the yacht unless it is released.

RIFLES DISCOVERED.

Major John Anderson, of Jacksonville, one of the special agents of the Treasury Department, is in charge of Borden's warehouse, and has placed a deputy in charge of it, with a sufficient force of men to guard it. Only a portion of the cases were removed from the warehouse to the Custom House.

Those opened late to-night contained rifles, knives and other munitions of war. There is greater excitement than ever at the discovery of these goods in Borden's possession. They are packed in boxes which carry with them no suspicion of being designed for the encasing of arms and accoutrements. They are unlike any boxes generally used for this purpose. There is a report current here to-night that in dragging the harbor this afternoon near the Lagonda three cases of rifles were brought up from the bottom, but nothing definite can be learned about it to-night.

It is reported on the best authority from Jacksonville that at eleven o'clock to-night Mantell and Mirandi are both in hiding at the house of J. A. Huard, a prominent Cuban resident of that city, who has been a naturalized American for many years and is highly respected as a business man and enjoys the confidence of democratic party leaders. United States Marshal McKay is said to have two deputies on the watch near the house to see that the two alleged Cuban insurrectionists do not escape.

It is said that when Mantell and Mirandi left the hotel yesterday with their baggage, ostensibly to take the train for Fernandina, they were driven about until dark and then were taken to Huard's house.

THE DEPARTMENT OF JUSTICE TAKES STEPS TO HAVE THE AFFAIR INVESTIGATED.

[BY TELEGRAPH TO THE HERALD.]

HERALD BUREAU,
CORNER FIFTEENTH AND G STREETS, N. W.,
WASHINGTON, Jan. 14, 1895.

The Department of Justice is taking a hand in the investigation of the mystery surrounding the steam yacht Lagonda, detained at Fernandina, Fla., on the charge of violating the neutrality laws.

At the request of the Treasury Department, the Attorney General to-day directed J. Emmett Wolfe, United States District Attorney for the Northern district of Florida, to look into this matter at once and make a full report to the department. When his report has been received, if its conclusions are sufficiently serious, the matter will be brought to the attention of the President, who is the final judge in all cases of this character. No further action can now be taken by the authorities until this report is received.

There is a disposition on the part of the authorities to ridicule the idea that the Lagonda is engaged in a filibustering expedition. They say that if there had been any trouble in any portion of the territory south of us its representatives would have called the attention of the State Department to it, and steps would immediately have been taken to prevent arms and other munitions of war from being shipped out of this country.

JACKSONVILLE CUBANS SAY THE SUSPECTED SPANIARDS ARE CUBAN INSURRECTIONISTS.

[BY TELEGRAPH TO THE HERALD.]

JACKSONVILLE, Fla., Jan. 14, 1895.—Prominent Cubans here profess to know all about this movement, in which the two Spaniards at Fernandina are implicated, and say that Mantell and Mirandi are simply Cuban insurrectionists under assumed names. The son of a leading cigarmaker, a Cuban, smiled knowingly to-night when the subject was mentioned to him, and said:—

"There are dozens of Cubans in this city to-night who can probably tell just where Mantell and Mirandi are now, and who and what they are. This thing has been known to the 'patriots' all over Florida for the past six weeks, but, of course, they have kept it to themselves. I have heard that about twenty-five or thirty cigarmakers from here and Tampa have joined the expedition, and now form a part of the 300 men who are camped on an obscure island in the Gulf of Mexico, awaiting the arrival of the Barco, which vessel had a clause in her charter, made through Borden, which permitted her to take on board 300 laborers, with their boxes and tools, and transport them from one port of the West Indies to another. The cavalry equipments found in Fernandina were undoubtedly intended for these men."

15 January 1895, 6

THE LAGONDA STILL DETAINED

Three Cases of Guns Have Been Taken from
the Bay in the Neighborhood of
the Suspected Yacht.

JACKSONVILLE, Fla., Jan. 14.—Special United States Inspector Anderson of this place went over to Fernandina to-day and searched the warehouse of N. B. Borden & Co., to whom the yacht Lagonda, now under detention, was consigned. He found 150 cases of arms and ammunition in the warehouse. The bay was dredged in the neighborhood of the yacht and three cases of guns were brought to the surface. While Borden & Co. endeavor to treat the affair as trivial, they have engaged the services of Baker & Drew, the most prominent law firm in Fernandina, to look after their interests.

Mirandi and Martell, who pretended to leave Jacksonville for Fernandina, are still suspected of being in hiding in the house of a Cuban patriot sympathizer. Two houses are being watched by United States Marshals with instructions to detain the men if they attempt to leave, and it is rumored among the Cubans in Jacksonville that Marti, the leader of the insurrectionary movement, is in Savannah.

BEAUFORT, N. C., Jan. 14.—The yacht Armadan has just left, bound south, and will probably stop at Charleston, S. C. The Captain said that he was bound for Savannah, where he would fit out and the owners would come aboard and then go to the West Indies. He had coal sufficient to make Charleston stowed on deck in bags. The crew numbered about nine, all very quiet. Close observation failed to disclose any arms or cargo.

The yacht will encounter head winds and seas to-day, and will probably not reach Charleston till to-morrow evening, if it does not stop at Southport.

WASHINGTON, Jan. 14.—J. Emmet Wolfe, United States District Attorney for the Northern District of Florida, has been instructed by Attorney General Olney to inquire and report all circumstances attending the arrival of the steam yacht Lagonda, suspected of having on board arms for revolutionists, or intended revolutionists, somewhere in the West India Islands. The Spanish Minister to-day officially asked the United States Government to look into the matter.

Beyond some suspicious movements of the vessel, no evidence of its being engaged in an unlawful enterprise is as yet in the possession of the Government.

15 January 1895, 1

THE FILIBUSTERING FLEET.

Peaceful "Planters" Who Bought Winchesters and Ammunition by the Case.

The Suspicious Craft Narrowly Watched by United States Officers—A Search of N. B. Borden's Warehouse at Fernandina and What It Revealed. Dredgers in the Bay Bring Up Three Cases of Guns—Winchesters, Remingtons and Colt's Revolvers Known as "Plantation Supplies."

Fernandina, Fla., Jan. 14.—The latest developments in the filibustering affair are the arrival of United States Inspector Anderson from Jacksonville and the subsequent finding of a quantity of firearms in the warehouse of N. B. Borden. Although Borden has persistently denied any connection with the affair, except in the capacity of ship broker, an examination of his warehouse revealed the following formidable lot of "plantation implements: One hundred Winchester rifles, 200 Remington rifles and 100 Colts' revolvers. These arms were probably intended for shipment on the steamship Baracoa, which vessel is lying in the harbor, closely watched by the authorities.

The LaGonda has been formally seized in the name of the United States, and if the Amadis turns up here she will also be seized.

It is stated on good authority that the charter of the Baracoa calls for the transporting of several hundred laborers between West Indian ports, and it is supposed that they were to be landed at some port in Cuba. The register of the Fernandina Club shows that the following well known Cuban revolutionists were introduced by N. B. Borden some time ago: Wifol Marti, G. Dominguez and Julio Sanguily. Mr. Borden continues to act as consul for the following countries: Spain, Norway, Sweden, United Kingdom, Uruguay and Brazil. One hundred and forty cases of contraband stuff are known to have been shipped to this place, and only about 120 cases have been found here.

Jacksonville, Fla., Jan. 14.—Special United States Inspector Anderson of this place went over to Fernandina to-day and searched the warehouses of N. B. Borden, to whom the yacht La Gonda,

now under detention, was consigned. He found 150 cases of arms and ammunition in the ware house. The bay was dredged in the neighborhood of the suspected filibustering yacht La Gonda and three cases of guns were brought to the surface. While Borden & Co. endeavor to treat the affair as trivial, they have engaged the services of Baker & Drew, the most prominent law firm of Fernandina, to look after their interests.

Mirand and Martell, who pretended to leave Jacksonville for Fernandina, are still suspected of being in hiding in the house of a Cuban patriot sympathizer. Two houses are being watched by United States marshals, with instructions to detain them if they attempt to leave and it is rumored among the Cubans in Jacksonville that Marti, the leader of the insurrectionary movement, is in Savannah.

Beaufort, N. C., Jan. 14.—The yacht Amadis has just left, bound south, and will probably stop at Charleston, S. C. The captain said he was bound for Savannah, where he would fit out, and the owners would come aboard and then go to the West Indies. It had coal sufficient to make Charleston stowed on deck in bags. The crew numbered about nine. All was very quiet. Close observation failed to disclose arms or cargo. The yacht will encounter head winds and sea to-day and will probably not reach Charleston until to-morrow evening, even if it does not stop at Southport.

Charleston, S. C., Jan. 14.—The steam yacht Amadis, suspected of being concerned in a Cuban plot, and supposed to be en route for Cuba, with arms, etc., for Marti, was expected to arrive in Charleston harbor to-day, but failed to put in an appearance. The collector of the port is on the lookout for her and she will be detained if she turns up.

Jacksonville, Fla., Jan. 14.—There are no new developments in the LaGonda and Baracon yacht affair. United States District Attorney Clark leaves the city for Fernandina to-night, to make a final investigation.

Washington, Jan. 14.—J. Emmett Wolfe, United States district attorney for the northern district of Florida, has been instructed by Attorney General Olney to enquire and report all the circumstances attending the arrival of the steam yacht La Gonda, suspected of having on board arms for revolutionists or intended revolutionists somewhere in the West India Islands.

The Spanish minister to-day officially asked the United States government to look into the matter. Beyond some suspicious movements of the vessel, no evidence of its being engaged in an unlawful enterprise is yet in possession of the government.

15 January 1895, 1

BORDEN & CO. HAD ARMS.

**150 Cases Found in Their Warehouse and 3
Near the Lagonda.**

~~JACKSONVILLE, Fla., Jan. 14.~~—Special United States Inspector Anderson of this place went over to Fernandina to-day and searched the warehouse of N. B. Borden & Co., to whom the yacht Lagonda, now under detention, was consigned.

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15 January 1895, 3

ARMS FOR AN ARMY.

Officers Seize Guns,
and Camp Supplies
at Fernandina.

STOLEN IN BORDEN'S WAREHOUSE.

The Broker for the Filibusters Tells a
World Reporter that the
Game Is Up.

CONSPIRATORS GUARDED BY OFFICERS.

Probable that the Revolution Was Aimed at
Cuba or Venezuela, but Noth-
ing Is Certain.

(Special to The World.)

CASBONVILLE, Fla., Jan. 14.—Prominent Cubans here profess to know all about the Lagonda affair. They say Martell and Mirandl are Cuban insurrectionists under assumed names, and are the sons of leading Havana cigar manufacturers. United States District Attorney Frank Claiborne is in Fernandina to lay the matter before the United States Court.

It is understood that the men saw an attorney while here and consulted with him about bringing suit against the United States Government for detaining them and molesting their private property.

The plans of these strangers seem to have been known to patriots all over Florida for the past six weeks, but, of course, it has been kept quiet. About twenty-five or thirty cigar-makers from here and Tampa had joined the expedition, and now form a part of the 300 men who are gathered on an obscure island in the Gulf of Mexico awaiting the arrival of the Baracou.

A clause in the charter of the Baracou made through Borden permitted her to take on board 300 laborers, with their boxes and tools, and to transport them from one port of the West Indies to another.

At Fernandina to-night Collector Baltzell seized the cases belonging to Jose Martell and consigned to N. B. Borden. There are about one hundred and thirty of them, and they were found in Borden's warehouse, on the river front.

Mr. Borden frankly owned up that they were there when the collector approached him. Previously Borden had not denied that he knew where the balance of the cases were, but he had kept his own counsel in the matter. These cases contain cavalry accoutrements and sabres, like the others on the Lagonda, but they have not all been opened yet. The seizure was ordered by the Treasury Department.

Everything was found necessary to equip a small army, say six or eight hundred men. There were 300 Winchester repeaters and Remington repeating rifles, 100 Colt's revolvers, several hundred sabres, canteens, leather belts, oil stoves, blankets, haversacks, camp trunks, and everything necessary to fit out an army.

These were all placed in charge of a special deputy, and the District United States Attorney was telegraphed for.

It is thought by some that D. E. Mantell is a myth, as is also the Moreau who is the charter party of the steamship Baracou. Moreau's name was signed to the charter by N. B. Borden.

Several important documents written in Spanish have been found, which may throw additional light on the subject when translated.

The World made a great hit here. Twenty-five cents a copy was offered for it to-day.

A Cuban named Laredo, in the employ of N. B. Borden & Co., in this city, is said to-night to have been the cause of suspicion attaching to the yachts Lagonda and Amadis and the steamship Baracou. Cuban patriots in Florida swear vengeance upon him for giving the thing away, and he is said to have fled the town.

Mantell and Mirandl are still in this city, guests in concealment at the house of J. A. Huau, a prominent Cuban resident. United States Marshal Moore has two deputies guarding the place to prevent their escape.

Broker Borden has lost faith in the white charters. He said to-night: "Mantell and his aged friend have not so near me, although they promised to do so. I am informed. This afternoon I met the owner of the yacht Amadis and recall her. The charter has been cancelled, and the jig is up with her."

If there are persons in this city who know the destination for which the steam yachts Lagonda and Amadis were chartered it is now certain that they intend to keep a discreet silence on the subject. Most of the prominent revolutionists who have dreams of freeing from real or fancied wrongs the people of Central and South American countries have been approached upon the Lagonda-Amadis affair, but each and every one of them disclaims any definite knowledge of "D. E. Mantell" and his bloody friends.

The Cuban branch of revolutionary ink aligners, with headquarters at this port, rather discredit the information that Jose Martell is implicated. They say they think it unlikely, but they are unwilling or unable to advance reasons therefor. The preponderance of opinion at this port seems to indicate that the expedition was aimed at Venezuela.

Whether it was an original method of supplying the Venezuelan Government with arms, or whether it was, as alleged, an attack upon the laws and peace of that Government, is still speculative. The men here who have figured in the transaction innocently or otherwise say with apparent confidence that Venezuela was the destination of the cruise. They are, however, unable to supply confirmation of their beliefs.

Mr. Kimball's steam yacht Amadis, since putting into Hampton Roads last week, has again disappeared. She has had ample opportunity to make some other port on her way to Fernandina, but at a late hour last night she had not been reported.

Mr. Hubbe, the broker who chartered her to Mr. Borden, is somewhat anxious over her long voyage to the Florida rendezvous, but he hopes that she will be there to-day.

The Rev. Mr. Moore, owner of Lagonda, will leave for Fernandina at the end of this week to take steps for the recovery of his vessel. He will probably have to give a bond for her pending the settlement of the affair by the Treasury Department.

Unless the owners of the arms found are able to explain for what purpose they are intended they will be required to give a prohibitive bond should they wish to take them out of the hands of the Custom-House at Fernandina. All the coast ports in the line of the Amadis's course have been notified to watch for her. She will be detained on arrival.

The Charleston News & Courier

16 January 1895, 1

THE AMADIS IN PORT.

Anchored Alongside the Cutter Boutwell in the Savannah River—Nothing Suspicious on Board.

SAVANNAH, GA., January 15.—The steam yacht Amadis, which the Government officials have been so anxious to locate for some days past, is now lying snugly alongside the United States revenue cutter Boutwell in the Savannah River. The Amadis passed Tybee at 5 o'clock this afternoon and steamed boldly up the river. The Government officials were awaiting her arrival. When she arrived opposite the custom house she was boarded by the boarding officer, who ordered her, according to instructions, to drop anchor alongside the Boutwell, which was done. Collector of Customs Beckwith and Special Treasury Agents Macatee and Harrelson went aboard at once. The yacht's papers were examined and found to be correct. A search was made for arms and other contraband goods, but nothing whatever of a compromising nature was found.

The yacht was pretty well out of coal and provisions on account of her long trip down. Capt Weed and his officers seemed very much surprised at the action of the Government officials and professed entire ignorance of any knowledge of any sinister designs on the part of the charterers of the yacht. They expected to meet Borden and Mantell at Savannah, they said, where they would receive further instructions. They expected to go from here on a cruise down the Florida coast and among the West India Islands.

Collector Beckwith was satisfied that Capt Weed's statements are true and that he had no connection with any conspiracy. Capt Weed said he understood the yacht was chartered for a pleasure cruise, and that if she proved satisfactory the Mantells would purchase her. He had special instructions from the owner, Mr. Kimball, of Cleveland, Ohio, not to allow contraband goods of any kind aboard the vessel. Telegrams were awaiting Capt Weed here from Mr. Kimball stating that the charter had been forfeited and ordering him to return to New York at once.

Capt Weed seemed very much surprised when told of the seizure of arms aboard the Lagonda at Fernandina and hurried to purchase the newspapers containing the accounts. He had stormy weather all the way down and had heard nothing of the furor created by the Lagonda at Fernandina. Capt Weed, his mate and first engineer are from Rockland, Maine. The other seven members of the crew are all foreigners and were brought to Rockland from New York by Borden and Mantell. The yacht will probably be allowed to return to New York in a day or two.

GEN MARTI, THE CUBAN PATRIOT.

Societies of Cuban Revolutionists Organized in Many Cities of the United States.—Their Weekly Contributions to the Cause and Hopes for a Revolution Before Long.

JACKSONVILLE, FLA., January 15.—There is no change in the situation at Fernandina. Borden's ware house is still under guard. Borden denies that arms were stored there secretly. He says the packages were carried there in open daylight.

The Cubans in Florida still manifest much interest in the affair. While they believe that the attempt to furnish the patriots of Cuba with arms and ammunition has fallen through they are by no means discouraged. The Cubans are well organized through the efforts of Gen Marti, and in every city in the United States where there are fifty or more Cuban workmen there has been organized revolutionary societies. In Key West there are seventy-two of these societies, in Tampa there are about seventy-five, in Ocala twelve, in Jacksonville two and in New Orleans and New York many others. The members of these societies are enthusiastic in regard to the ultimate overthrow of the Spanish yoke which has for so long rested on the Island of Cuba. Every member is required to contribute the earnings of one day of each month, usually the first Wednesday, to the general fund of the revolution societies. The headquarters are in New York, and there is now in the treasury about \$500,000, which can only be used to aid in fitting out expeditions looking to the overthrow of the Spanish Government on the island. In Key West many of the Cuban societies have been formed into military organizations, and regular drills with arms are held weekly. As there are not over one hundred stands of small arms belonging to the Key West societies, these pass from one society to another so as to give all an opportunity to perfect themselves. Gen Marti, the revolutionist, keeps their enthusiasm stirred up, and has promised that within two years Cuba shall be free and independent.

16 January 1895, 1

TOOK ARMS BY THOUSANDS

Developments in the Seizure
of the Lagonda.

CAVALRY ARMS FOR CUBA

Cases on the Yacht for the Pat-
riots of the Evergreen Isle.

MANTELL AND MIRANDI MISSING

They Are Not in Jacksonville or
Fernandina, and Everyone is
Asking Where Are They.

FERNANDINA, Fla., January 16.—The condition of affairs remains about the same in the case of the yacht Lagonda and the arms which were turned over to the custom-house officers.

Mr. Borden was seen today shortly after the mail arrived, and after he had seen the accounts of the papers. He flatly denies that the arms, which he supposed to be merchandise, were ever conveyed by him. On their arrival in Fernandina they were loaded in cars, as other freight would be, and moved to his warehouse and stored there by laborers in the open daylight and no secret was ever made of it.

Nothing has been heard of Mr. Jose Mantell and his friend, and they have not as yet returned to Fernandina.

The warehouse in which the arms are stored is still under guard by the custom-house officials. United States Inspector Anderson left for Jacksonville today.

What Those Cubans Say.

"The seizure of those arms and ammunition cripples you, doesn't it?" asked a Times-Union reporter of a well known Cuban Patriot yesterday.

"Cripples us?" and the "Patriot" took a deep inhalation of a rag cigarette, elevated his face and blew a ring of smoke upward. Then he smiled—knocking off the ashes from the cigarette, he exclaimed: "Why, man, we have lost maybe \$10,000, but we have in our American treasury \$500,000. We were not fools enough to start a movement for freedom with \$10,000, especially after our experience with unmaturing plans of the past. We not only have money sufficient to arm 50,000 men, 115 fighting machines, but to feed them for a long time as well. I was one who held out for ten years against Cuban authority. Then our men were mostly equipped with machettes—big cane knives. Few had guns and none horses.

"I will tell you something else. Perhaps it will startle you. Watch Cuba. One yacht has been captured. An Uncle Sam has captured one yacht how many do you think have gotten through and how many more do you think will get through?"

"That sarcasm is a sad commentary upon the vigilance of Uncle Sam, isn't it?"

"No, not that. But governments are ponderous affairs and it takes much machinery even to open their eyes. Mark what I tell you, watch Cuba. We are determined for her to be free and she shall be free."

"But where do you get all this money?"

"The Beauty of It."

"That's the beauty of it. We have in this country thousands upon thousands of Cubans. Almost all of them have been driven from Cuba by tyranny—unbearable laws, unjust and exorbitant taxation. Every man of them works and dreams of Cuba's freedom. When I say work, I mean "work." It will astonish you, no doubt, to know that patriotism burns in their breasts so fiercely that they actually deprive themselves of the necessities of life to contribute to the fund of freedom. Every man among them sets apart the proceeds of one day's labor each month for Cuba's cause. If he makes \$4, he contributes \$4. If he makes \$1, he contributes \$1, and, let me tell you, he is glad to do it.

"The Cubans are organized. In every city where there are fifty or more Cuban workmen General Jose Marti, that noble Patriot whose greatest ambition is to lead a successful revolution and overthrow the Spanish rulers of our fair island, has organized a revolutionary society.

"In Key West there are about seventy of these societies, in Tampa about seventy-five; in Ocala, ten or twelve; in Jacksonville, two, and in New Orleans and New York many more. Those in Key West are well drilled, and, if supplied with arms and transported to Havana, would make the troops of the captain-general wonder where the despised Cubans had learned to handle the implements of warfare.

Drill Every Week.

"Every week several companies from the different societies are drilled in the tactics of the regular army of the United States. There are not enough arms to supply all of them, but those they have are passed from one society to another. In Tampa these drills have been started, and it will only be a short while until every Cuban in the United States capable of bearing arms will be able to respond to the call whenever it shall be made, and will show the Spanish soldiers that they no longer fight with the machette.

"For ten long years the last revolution lasted, and with the machette as their sole weapon, the Cubans defied their oppressors. Little bands hid in the mountains and would rush out on a troop of horsemen and literally hack their way through them. Whenever the Cubans were captured they were not treated as prisoners of war, but were tortured and murdered in cold blood. There are many Cubans in the United States today that have seen their families slain by the Spanish troops. The young men of Cuba will never rest until La Belle Cuba is free. A large number of American sympathizers have offered to join any expedition to Cuba. Many ex-Confederate soldiers in the gulf states are counted upon to aid us.

Ready to Aid.

"In the North there are also large num-

bers who would assist us if a revolution was once started. The great trouble is in getting the Cubans in Cuba organized. While in this country the Cubans are organized, in Cuba only a few in the mountains have had any opportunity to learn the use of firearms and military tactics. They are closely watched by the Spanish authorities and if any are found with arms they are at once thrown into prison and frequently kept there for months without trial.

"The few cases of arms seized on the Lagonda and in the warehouse in Fernandina were evidently only to be used for drilling the natives.

"When the revolution does start, you newspaper men will have something to write about. There is going to be something of an interesting nature going to happen before long in connection with this affair. Watch Cuba," and the Patriot started off in the direction of a certain residence where it was rumored a meeting of a few prominent Cubans was being held.

United States District Attorney Frank Clark returned yesterday from Fernandina, where he has been to investigate the seizure of the yacht Lagonda and the finding of over 100 cases of arms supposed to be for the fitting out of a Cuban revolutionary expedition.

No Warrant.

Nothing new developed except what appeared in yesterday's Times-Union while Mr. Clark was in Fernandina, and no warrants have been issued for the arrest of N. B. Borden, supposed to be the agent of the revolutionists or, more properly, filibusters. The custom officials in Fernandina are wondering what has become of the two Spanish gentlemen, Senors Mantell and Mirandi, and the United States court officials here are on a still hunt trying to locate them. As stated in the Times-Union there is good reason to believe that they were in Jacksonville as late as 11 o'clock Monday night, although they left their hotel on Sunday with the avowed intention of returning to Fernandina that evening.

So certain is it that Mantell and Mirandi were in the city all day Monday that a guard, or rather detectives, was placed on watch at the residence of a well-known Cuban family to follow them if they left the house. They did not leave the house after 11 o'clock Monday night unless they gave the detectives the slip.

From a gentleman who knows Senor Jose Marti, leader of the Cuban societies in this country, and who saw Senor Mirandi last Sunday, it is learned that there is no possibility of Mirandi being Marti.

Here Months Ago.

Two months ago a young Spanish gentleman was in this city with a party of friends, and several who saw him think that he answers the description given of young Mantell.

There appears to be no reason for Mantell and Mirandi keeping secreted, as there have been no warrants issued for their arrest.

District Attorney Frank Clark says that he has received no information in regard to J. Emmet Wolfe, of Pensacola, United States district attorney for the Northern district of Florida, being directed to go to Fernandina to investigate the affair, and thinks that the Washington corre-

spondents were mistaken as they doubtless thought that Fernandina was in the Northern district instead of the Southern.

Mr. Clark intended to leave for New Orleans yesterday to represent the government in the cases of the forty Cubans charged with violating the contract labor law, which case was appealed from Judge Locke's decision at Key West, but since the Fernandina filibustering case has come up he has decided to remain here until Monday to await developments.

Mr. Buckman, the newly-appointed assistant district attorney, is also investigating the case, and will represent the government if anything develops after Mr. Clark goes to New Orleans.

Back From Fernandina.

Major Anderson, of this city, special agent of the United States treasury department, returned from Fernandina last night. He says that the customs and treasury officials have done about all that can be done in the filibuster matter at present and that the case has practically been transferred to the department of justice—in other words, that the United States district attorney, Hon. Frank Clark, has the thing in his hands now, and that it is the business of the courts to proceed with the investigation from this point. The court officials here are said to be awaiting the receipt of specific orders from Washington.

"When I reached Fernandina, Sunday night," said Major Anderson, "and found that Mantell and Mirand had left there for Jacksonville, I wired United States Marshal McKay to arrest them, and this is the reason, I presume, why a watch was kept last night on the residences of several prominent Cuban gentlemen in this city. It is my opinion that the two Cubans, or Spaniards, who were engineering this affair in Fernandina last week, are now in Jacksonville. They explained to Mr. Borden, before leaving him on Sunday, that they were coming over here for the purpose of getting more money, and that they should return as soon as they got it. I do not think they would deem it safe to go to Cuba, and that the farther away from insurrectionist centers they keep the better it will be for them.

"Mr. Borden does not appear to me to be as calm and confident and indifferent as he has been represented to be. When I was introduced to him last Monday morning and asked him to go up to his office with me—that I wanted the keys to his warehouse in order to search it for goods which I suspected to be stored in it—he appeared very much 'rattled,' in fact very much as if a dynamite bomb had been exploded under him; but he gathered himself together and, under the plea that he had to see a party off at the train just then, he left me, promising to attend to my request

Continued on fourth page.

TOOK ARMS BY THOUSANDS

Continued from first page.

later on—which he did—after I had shown him and his attorney my authority.

"The goods in Borden's warehouse were chiefly Remington rifles, Winchester repeating rifles, Colt's revolvers—or horse pistols—cartridges, cartridge caps, etc. The rifles had been shipped directly from the factory of the Remington Arms company at Ilion, N. Y., and the other arms and ammunition were direct from the manu-

facturers, I think. It had evidently been the intention of the insurrectionists to load the bulk of these munitions of war onto the Baracoa, the carrying capacity of the Lagonda being very limited—not over twenty-five cases, I should say, when all her coal, water and other necessary stores were aboard. What portion of the munitions was taken on by the yacht was placed aboard of her as she lay at Borden's wharf. It is thought that about ten cases were thrown overboard, but less than half of these have been recovered so far. I am told that when the suspicions of Captain Griffin were aroused and the Spaniards saw that the jig was up with them, both he and his passengers became very much alarmed and began dumping their suspicious-looking stores into the harbor—the two Spaniards being ready to throw over everything, including even the coal. It is said also that Mr. Borden was on board the yacht at this time, and assisted in the dumping, but he denies all knowledge of it. How far he is actually implicated in the plot—if at all—it is difficult to determine. Of course he disclaims any intention of violating the neutrality laws of the United States, and the fact that cases of arms knapsacks, etc., were shipped to Fernandina while he was still absent at the North and were received and stored here innocently by Borden's brother, strengthens his position somewhat.

"If I had been apprised of this thing last Friday, it would have been my plan to have permitted the Lagonda to put to sea and then to have allowed the Baracoa to take on her contraband cargo there in Fernandina. We could easily have overhauled the yacht with a government cutter and then the supply steamer could have been seized, too. Now she is out of the government's jurisdiction and her owners canceled her charter today, I understand. As to the Lagonda being released on a bond from her owners, I hear of no such negotiations—in fact, the collector of customs has no authority to accept such security. The release of the Lagonda may be a long way in the future."

Mr. Huau Talks.

Mr. J. A. Huau, the well known business man on Bay street, confirms the report that detectives were watching his house Monday afternoon and night. "I did not recognize the men," he says, "but I know there were at least two of them who kept an eye on it for twenty-four hours. Besides this two or three strange men called at the front door and asked trivial questions of my wife and other members of my household—all, apparently, with a view to getting a glimpse of the interior of the house."

"Well, Mr. Huau," was asked, "are Benora Mantell and Mirand concealed in your house?"

"I decline to say," was the reply. "If the men were here, I would not tell of it; and, if they were not, I would not say so. But I reserve the right to entertain whomsoever I please in my own house. Of course, if government officers should demand the release of my guests, I would not be reckless enough to obstruct them—for that would be an offense against the country of my adoption. I am an American citizen and respect the laws of my country. The solicitude of the authorities about this matter is, however, very amusing to me. Of course, my sympathies are with the Patriots, but my

firm conviction is that annexation to the United States is the only solution of the Cuban question. Spain has repeatedly insulted the United States—and it looks now as if she were going to do so again. This country has repeatedly stood in the way of Cuban independence, and it always will, I guess. Again I say, annexation is the only solution."

Mr. Huau's father, Dr. Joseph Hypolitus Huau-Cadarette, was for many years, prior to 1860, the surgeon-general of the Spanish army in Cuba, and the old doctor is still living at an advanced age in this city. His son, J. A., was educated in this country about thirty-five years ago and took up his residence in Cuba again in 1868. In January, 1869, he was implicated in the revolution of that year—though not as an active participant—and in company with his brother-in-law, Henry Fritot, was confined in Castle Moro at Havana for a long time. His father's influence finally secured the release of both, although they were in imminent danger of execution at one time, and then they both came to this country. "I shook the dust of Cuba from my feet twenty-six years ago," said Mr. Huau, "and have never been back there since."

The Amadis in Custody.

SAVANNAH, Ga., January 16.—The steam yacht Amadis, which the government officials have been so anxious to locate for some days past, is now lying snugly alongside the United States revenue cutter Boutwell, in the Savannah river. The Amadis passed Tybee at 6 o'clock this afternoon and steamed boldly up the river. The government officials were awaiting her arrival. When she arrived opposite the custom house she was boarded by the boarding officer, who ordered her, according to instructions, to drop anchor alongside the Boutwell, which was done.

Collector of Customs Beckwith and Special Agents Macatee and Harrison went aboard at once. The yacht's papers were examined and found to be correct. A search was made for arms and other contraband goods, but nothing whatever of a compromising nature was found. The yacht was pretty well out of coal and provisions, on account of her long trip down.

Captain Weed and his officers seemed very much surprised at the action of the government officials and professed entire ignorance of any knowledge of any sinister designs on the part of the charterers of the yacht. They expected to meet Borden and Mantell at Savannah, they said, where they would receive further instructions. They expected to go from here on a cruise down the Florida coast and among the West India islands.

Collector Beckwith is satisfied that Captain Weed's statements are true and that he has no connection with any conspiracy.

Captain Weed said that he understood that the yacht was chartered for a pleasure cruise and that, if she proved satisfactory, the Mantells would purchase her. He had special instructions from the owner, Mr. Kimball, of Cleveland, O., not to allow any contraband goods to go aboard the vessel. Captain Weed seemed very much surprised when he heard of the seizure of goods on board the Lagonda at Fernandina, and hurried to purchase a newspaper to learn the particulars.

Captain Weed, his mate and the first

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engineer are from Rockland, Me. The other seven members of the crew are all foreigners and were brought to Rockland from New York by Borden and Mantell. The yacht will probably be allowed to return to New York in a day or two.

Not Serious, They Say.

WASHINGTON, D. C., January 15.—At the treasury department, today, the alleged expedition of the Haracoa, the Amadis and the Lagonda to some southern country, with alleged arms aboard, is not considered seriously. None of these vessels has been "seized," though one or two of them have been unofficially detained at Fernandina, Fla., to await further examination of the suspicious circumstances. It is probable that, after today, all the vessels will proceed on their way without further molestation by the federal authorities.

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IN AND ABOUT THE TOWN

**GENERAL LOCAL EVENTS OF THE
DAY EPITOMIZED.**

**NEWS OF THE CITY AND ITS
LIVELY SUBURBS.**

**BITS OF FACTS AND GOSSIP GATH-
ERED ON THE STREETS.**

**Points Political, Social and Personal.
Men and Things.**

Professor Gentry's dog show will be in Jacksonville, February 5.

The pilots at the bar report eighteen feet of water at high tide for last week.

The steamship Bowden, of the Clyde-Philadelphia line, arrived in port yesterday.

John Crolly, the blacksmith, was kicked in the back by a mule Monday, but was out yesterday.

A. K. McDonald, special bank examiner, has been in town for several days on official business.

Mrs. Richard McLaughlin has sold lots 4, 5, 6 and 7, in block 12, Riverside, to W. A. Bours, for \$8,000.

Tax Collector Johnson still holds the fort and is giving receipts for payments to many tax-payers.

H. W. Paul, special government agent, went to Fernandina yesterday to assist in the yacht seizure investigation.

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DETAINED THE YACHT AMADIS.

Boarded on Her Arrival at Tybee
and Tied Alongside the Rev-
enue Cutter Boutwell.

CAPTAIN WEED EXAMINED.

He Was to Come to Savannah for
Orders and Then Proceed on
a Pleasure Cruise.

HAD ONLY A CARGO OF COAL.

[BY TELEGRAPH TO THE HERALD.]
SAVANNAH, Ga., Jan. 15, 1895.—The steam yacht Amadis, Captain David S. Weed, arrived at Tybee this afternoon at ten minutes past five o'clock, was boarded immediately on her arrival at the city by Boarding Officer Laird, and, under orders from Collector of Customs J. F. B. Beckwith, was taken up the river to where the revenue cutter Boutwell was lying at the wharf.

The Amadis was tied alongside the Boutwell, and Captain J. H. Rogers was instructed to detain her there until further orders. Special Agent of the Treasury Department for this District C. A. Macatee received a telegram from the Department this afternoon instructing him to confer with the Collector of Customs as to what course to pursue should the Amadis make this port.

As soon as it was learned that the yacht had passed Tybee on her way up the river, Captain Rogers of the Boutwell was summoned, and an order was issued instructing him to detain the Amadis until further orders were received with regard to her from the Treasury Department. The Amadis reached the dock alongside the Boutwell about half-past six o'clock, and was boarded at once by Collector Beckwith, and Special Agent Macatee. I accompanied them.

NO CARGO DISCLOSED.

Captain Weed's papers were called for and produced. A close inspection of them showed them to be all right, and an examination of every compartment of the yacht disclosed no cargo whatever, with the exception of her coal which was stowed in bags on the decks. Collector Beckwith decided, however, that as there were grounds for believing that a violation of the neutrality laws was intended, he would have her detained pending whatever action the department might take in the premises after due notification, which was wired at once as soon as all the facts could be learned from the captain.

Captain Weed said he knew nothing whatever about what he was to do except that he

was to come to Savannah for orders. These orders, he stated, were to come from N. B. Borden, who said he had chartered the yacht, and whom he was to wire at Fernandina on his arrival here. As soon as Borden would be notified of his arrival here he was to come to Savannah, the Captain stated, and the yacht was then to proceed to Florida, as Captain Weed had been led to believe, on a pleasure cruise there and in the West Indies.

ACCOUNT OF HIS TRIP.

He gave a complete account of his trip from the time he left Rockland, Me., stating he had been put aboard the yacht there by Borden with a crew of nine besides himself. Two men, he said, were with Borden at the time, an old man and a young one, both dark, and had the appearance of being Spaniards. One of them he gave the name of as John Mantell, but could not remember the name of the older man. He went from Rockland to Boston, where he had his pump repaired, and from Boston sailed down the coast to Norfolk, where he took coal, and for two days was laid up at Morehead City, N. C., on account of heavy gales, after which he took the inside route and came direct to Savannah to await orders.

He stated that he had been given instructions to see that everything was done in a straightforward manner and that nothing should appear suspicious or crooked. What the intention of the charterers was or where they intended to go with the yacht or for what purpose he stated he did not know other than that he had heard she was to cruise in the West Indies.

Just before landing alongside the Boutwell he ran into a flat tied to the Spanish steamer Julio and broke his port railing. He told a very straight story so far as he knew anything to tell.

Captain Weed received several telegrams, to-night, and the Custom House officers knowing of their arrival here questioned him about them. It was found, however, that none of them were from Borden, all of them having come from the agents of G. H. Kimball, the owner, in New York, telling him to return to New York at once, and if he could get hold of Borden to take steps to have him held responsible for the use of the yacht from the time she left Rockland.

ORDERED TO RETURN TO NEW YORK.

The owner, after seeing the fate of the Lagonda at Fernandina, evidently did not desire to get his craft in a similar position and instructed the captain not to proceed under Borden's orders, but as soon as he was allowed to leave to return at once with the Amadis to New York. If Borden is in Savannah he has not ventured near the yacht nor made himself known; and no one but the government officials here have been aboard her. The captain stated that he was totally ignorant of the yacht's mission, saying he had not seen a newspaper since leaving Boston and had no idea that she was to be engaged in any filibustering expedition or violation of laws of any kind. As soon as she is released by the government officials he will probably return at once to New York.

Instructions from the department as to what course to pursue will probably not be received until to-morrow morning.

ENGINEER SULLIVAN EXAMINED.

After the examination of Captain Weed by the government officials, Second Engineer Sullivan was called up, as he seemed to know more about the charterers than Captain Weed. Sullivan stated, in answer to questions from Collector Beckwith, that the name of the old man who was with Borden at Rockland was Muchanell, and the younger man was John Mantell. He said he had known Mantell in New York; that he had been educated in Poughkeepsie and had lived in New York thirteen years. Mantell's mother, he said, was a Venezuelan and his father an Englishman.

Mantell told him his father owned sugar plantations in the West Indies and intended to buy the yacht for pleasure purposes there. He was asked if he knew of the charter of the Lagonda by the same parties and her seizure with arms aboard at Fernandina and said no, but he would not be surprised at anything.

Mantell, he said, had told him he had previously chartered Pierre Lorillard's yacht for the same purposes. Captain Weed received another telegram from Kimball to-night telling him the charter had been forfeited, to hold charter, reduce his crew to lowest possible number and return at once to New York. Weed says he will go to New York as soon as released by the government officials.

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NO OWNER FOR THE FLEET.

All the Central Revolutionists Are Ex-
cited Over the Seizure of
the Lagonda.

CUBAN PATRIOTS ARE INTERESTED.

Gen. Marti Said to Have Been in Florida—
The Steamer Barnoo Is on Her
Way to New York.

(Special to The World.)

PORT LIMON, Costa Rica, Jan. 15.—Cuban agents here say an expedition organized in Florida was against Spanish rule in Cuba. The Costa Rica Government's preparations and the many telegrams exchanged between it and its representatives in the United States have caused a rumor that an expedition is expected against Costa Rica. Troops have arrived here from San Jose.

PANAMA, Colombia, Jan. 15.—It is said that the larger part of the arms for the Venezuela revolutionists were on the Amadis, which is reported to be safe and on the way to Venezuela.

The Venezuelan conspirators claim that those vessels were not chartered for them, but for the Costa Rica rebels, yet their (Venezuelans') joy at learning of the safety of the Amadis tends to confirm the belief that the expedition certainly is theirs.

The Venezuelan rebels are not discouraged by the arrest of Caravallo and the seven companies who are now in La Routanda. The Caracas prison guards have been tripped.

The Colombian Government is keeping a lookout for filibusters.

GUATEMALA, Jan. 15.—Revolutions seem inevitable in Honduras and Salvador.

Guatemalan troops have been ordered to cover those frontiers to prevent revolutionists entering this country.

President Gutierrez intends to proclaim a dictatorship in Salvador, report says. Guatemala has positively refused repeated requests to interfere in the internal affairs of Salvador.

TEGUCIGALPA, Honduras, Jan. 15.—Two formidable conspiracies, extending throughout the country, have been discovered. Many leading army officers are implicated.

One conspiracy is in favor of Vasquez, the other, in favor of Marco Aurelio Soto.

It is believed that Bonilla, foreseeing disaster, is sending funds to Europe preparatory to fleeing.

JACKSONVILLE, Fla., Jan. 15.—The Cubans here are greatly excited over the seizure at Fernandina and believe that the arms were intended for co-patriots. Marti, chief in America of the revolutionary party, is known to have been both here and at Fernandina during the past week.

Capt. Clausen, of the steamship Baracoa, to-day wired Tampa for the charter party, and received answer that there was no such person as Moraes known there. Mr. Borden then proposed to cancel the charter for \$300, which was accepted. The Baracoa sailed for New York to-day.

Several cases of cartridges and Winchester rifles were fished up last night from the river. They are part of the freight thrown overboard from the Lagonda.

For persons who disclaim any connection with the Amadis-Lagonda affair, the Cuban patriots in this city display an intense interest in the frustrated expedition.

The report that Venezuelans had some interest in the chartering of the Amadis, Lagonda and Baracoa, receives countenance from the cable despatches from Panama. It may be that two expeditions have been confused.

The rumor that Borden had chartered other vessels is denied at all points. Mr. Borden has hired other vessels here recently, and The World is in possession of the list. An investigation of their charters serves to indicate, however, that the vessels were used in Mr. Borden's legitimate business.

Detectives employed at various consulates in this city have reported to their superiors that the Amadis, Lagonda and Baracoa were bound for Venezuela. The Consuls refuse to accept this report, however, and nearly all of them are confident that Cuba was the destination of the vessels.

Washington despatches say that the Treasury office disclaims any knowledge of the intended destinations of the vessels. Some of the officials intimate that the arms were intended for the use of Costa Rican planters, who wished to arm themselves against labor uprisings, and the incursions of adventurers to the gold fields of Venezuela.

But with charters distinctly providing that no cargo should be shipped aboard the Lagonda, and the yachts hired for a pleasure cruise, there is not a shipping or insurance man who will say that they were intended for the alleged "Mantell," whoever he may be.

It is said that the Cuban revolutionists in New York, who are alleged to have been concerned in the cruise of the two yachts and the Baracoa, have hired detectives to ascertain the source from which The World received its information.

All Cubans interviewed display considerable interest on this point, and it is even said by some of them that a person concerned in the chartering of the craft, a coconspirator in fact, was the original informer, and gave out secrets to which he was bound to silence by an oath. It is said, also, that they are looking for Laredo, the Cuban clerk of Mr. Borden, who is also alleged to have frustrated the plans of the party.

The Amadis, which was to have put in at Savannah, has not reached there yet, and some uneasiness is felt concerning her welfare. Some think she was intended for a Venezuelan uprising, and that she is now on her way to that country.

No one here can advance a reason why "Mantell" should wish, or should be able to maintain, two insurrections on his hands at the same time.

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HELD UP BY UNCLE SAM.

The Yacht Amadis Tied Up Alongside
the Revenue Cutter Boutwell.

**Searched by Custom House Officials,
But No Contraband Goods Found on
Board—The Yacht Held for Further
Instructions from the Treasury
Department—Collector Beckwith's
Prompt Action—Capt. Weed's Story.
The Yacht's Owner Orders Her Return
North—Borden Was to Meet Her Here.**

The steam yacht Amadis, which the government officials have been so anxious to locate for some days past, is now lying snugly alongside the United States revenue cutter Boutwell, in the Savannah river. The Amadis passed Tybee yesterday afternoon and steamed boldly up the river. The government officials were awaiting her arrival.

Word was received from Tybee at 5:49 o'clock that the Amadis had passed into the river and was on her way up to the city. Special Agent of the Treasury Department C. A. Macatee received a telegram from the department headquarters in Washington during the day, instructing him to confer with Collector Beckwith with regard to what course to pursue should the yacht put in here, and as soon as she was reported coming up the river he and the collector conferred with regard to the matter.

Collector Beckwith instructed Capt. T. H. Laird, the boarding officer, to board the Amadis at the barge office and to bring her up alongside the revenue cutter Boutwell, which is lying at the wharf at the foot of Montgomery street for repairs to her boiler. Collector Beckwith considered it advisable, in view of the rumored and reported intentions on the part of the charterers of the yacht to violate the neutrality laws with the Spanish government, to have her detained here, pending instructions from Washington, and he addressed a communication to Capt. J. H. Rogers of the Boutwell, instructing him to take charge of the yacht and hold her until further orders.

Collector Beckwith, Special Agents Macatee and Harralson of the treasury department, and a representative of the Morning News, went down to where the Boutwell was tied to meet the Amadis as she came up the river. She was soon sighted, just below and alongside her the Discover, coming up. As the yacht approached the Boutwell, it being quite dark, she bumped into a flat tied alongside the Spanish steamship Julio, which was just behind the Boutwell, and broke her port railing. The damage, however, was slight.

The government officials went aboard as soon as she came alongside the Boutwell, and met Capt. David A. Weed in the cabin. Capt. Laird called for his papers which were produced. A careful examination of them showed they were correct and in due form and that she was given the right to cruise along the coast and between the different ports of the United States. There being nothing wrong with her papers an inspection of her different apartments was made by the officers with the same results, nothing in the shape of a cargo of any kind being found aboard. The Amadis had her coal stored in bags on either side of the deck, but beyond this she had no cargo.

Capt. Weed was then closely questioned with regard to his voyage and intentions by Collector Beckwith. He stated that he left Rockland, Maine, three weeks ago, having been employed there with a crew of nine men besides himself by N. B. Borden. Two men were with Borden in Rockland at the time, but who they were he did not know. He was told that Borden and these men would meet him in Boston and come to Savannah with him, but they afterwards decided it seems not to make the trip by sea. He had an accident to his pump and put in into Boston to repair it and get coal. While there Borden came aboard and was there for some time. He then left Boston and came down the coast to Norfolk where he got coal, and came down the inside channel to Ocasoke inlet, where he stopped a short time, and later he put into Morehead City, N. C., for two days on account of heavy gales. He said that there was a severe storm outside, but he had kept the inside route after leaving Morehead City.

With regard to the purposes for which the yacht was chartered he said he knew nothing. He had not seen a newspaper in two weeks he said, and was ignorant of the rumors with regard to the purposes for which the yacht was secured. The Amadis, he said, was under charter to N. B. Borden, of Fernandina, whom he had last seen Thursday a week ago at the wharf in Boston. His instructions then were to come to Savannah, from where he was to wire Borden at Fernandina and Borden was to come here to meet him and give him orders where to proceed. He knew nothing, he said, about the charter of the La Gonda and had heard casually only that the yacht was to be used for a pleasure cruise along the Florida coast and in the West Indies. Capt. Weed is an old sailor and has been in Savannah before.

Sullivan, the second engineer, who seemed to know more about the parties who chartered the yacht and their purposes than anybody else on board. He was called in and examined by Collector Beckwith at Capt. Weed's suggestion. Sullivan is an intelligent looking young fellow, who evidently keeps his eyes open. He gave the impression to those who heard his statement that he knew more than he cared to tell. He said he went over from New York to Rockland with Borden and Mantell, both of whom, he said he had known for some time. There was also an old man with the party, who gave his name as Murchanell and who said he was a pilot in the West India Islands. Mantell, who gave his first name as John, said his father was going to buy the yacht if he found that she suited their purposes. His father, he said, owned several sugar plantations on the smaller West India Islands. Mantell's father, Sullivan said, was an Englishman and his mother a Venezuelan. He had known young Mantell for some time, he said, his home having been for the last thirteen years in New York, and he also attended a preparatory school in Poughkeepsie. Borden, he said, told him that he had chartered the La Gonda and the Amadis for different parties. Sullivan said in answer to questions that he understood that the yacht was to go from Savannah to Fernandina to fit out and that from that port she would go for a cruise among the West India Islands, and as far down as the coast of Venezuela.

"Would it surprise you to know that arms and ammunition were found aboard the La Gonda at Fernandina?" asked Col.lector Beckwith.

"No, I would not be surprised," he said, after some hesitation. "There was nothing said about taking on arms and ammunition," he added in answer to a further question.

"Mantell was a perfect little gentleman," said Sullivan. "His mother is a Venezuelan and his father an Englishman. They have plantations on several of the islands. He said he intended going to Jamaica and from there to some

island on the coast of Venezuela. He said he knew nothing of any other larger vessel said to have been chartered by Mantell.

Capt. Weed said he knew nothing of the purposes for which the boat was chartered, except that she was to cruise along the coast, and that if she suited the charterers they would buy her. "I was instructed by Mr. Kimball," he said, "to be very careful not to allow any contraband goods of any kind to come aboard of her. I should not have allowed anything of the kind to be taken, and I would not have shipped for any such trip."

"The wages paid are too small to go down to Venezuela and fight negroes," said Sullivan.

Collector Beckwith being satisfied that Capt. Weed was "straight" gave him permission to come up to the city to get his telegrams, several of which were awaiting him here, and attend to any other business he might wish. He found three telegrams from the owner of the yacht, but none from either Borden or Mantell whom he expected to meet here. The first telegram from Mr. Kimball was dated Cleveland, Ohio, January 8, and instructed Capt. Weed to get an important letter which had been directed to him in care of the collector of the port. The letter referred to the insurance upon the yacht and was shown to Collector Beckwith by Capt. Weed. Mr. Kimball had evidently heard nothing of the filibustering business at that time. By January 13 Mr. Kimball had found that something was wrong and he sent the following telegram to Capt. Weed:

Boston, Mass., Jan. 13, 1895.—Capt. D. A. Weed, Steam Yacht Amadis: Don't leave port until further advise. Answer.

G. H. Kimball.

The last telegram was received yesterday and instructed Capt. Weed to return to New York with the yacht immediately. It read as follows:

Boston, Mass., Jan. 15.—Capt. D. A. Weed, Steam Yacht Amadis, Savannah, Ga.: Charter forfeited. Return immediately. Retain charterers' property. Reduce crew to smallest possible number for return. Pay anything due. All received advance from Borden. Coal to New York. See Rogers of Ward & Oliphant. Wire me there.

G. H. Kimball.

Capt. Weed made no attempt to conceal anything contained in his letters and telegrams and handed them over at once to be read by the officials and a Morning News reporter, who were present when he received them. Capt. Weed telegraphed his family in Rockland of his arrival in Savannah. He started to telegraph Mr. Borden at Fernandina, according to instructions, but concluded it was not worth while, as Mr. Borden is now in the hands of the government officials at that port. Capt. Weed got copies of the Morning News for the last three days, giving accounts of the seizure of the La Gonda and the finding of arms and ammunition consigned to her at Fernandina. In a talk with a Morning News reporter he reiterated the statements he made to Collector Beckwith.

"I never saw either Borden or Mantell until they came to Rockland," he said. "I was employed by Mr. Kimball, the owner. It being agreed in the charter that he should name the captain and chief engineer. It was also stipulated that the crew should be Americans, but after Mr. Borden had brought over his crew from New York Mr. Kimball agreed that they should remain. They were all foreigners except Sullivan. I declined to accept the first mate furnished by Mr. Borden and secured a Rockland man in his place. This made three men on board to guard the owner's interests. Borden, Mantell and the old man, Murchanell, came to Rockland the day before Christmas and remained there three or four days. We were to meet them in Boston, and they were to

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make the trip down in the yacht. We left Rockland three weeks ago, but stopped a week in Boston for repairs to the machinery. Borden met us there, but had changed his mind about coming down in the yacht. He never gave any hint in any conversation with me or any one else that I heard of that the yacht was intended for anything else than a pleasure cruise."

The Amadis is a new yacht, having been launched in September. She is a strongly built boat, but very plainly finished. She is 100 feet in length, 18 feet in width and with draft of about 7 $\frac{1}{4}$ feet. She can make about 12 knots an hour and has accommodations for 19 people, including a crew of 10 men. There is no space allowed for freight or cargo, and any large amount of freight of any kind could only be carried by stowing it in the stateroom and on deck.

The detention of the Amadis does not by any means solve the mystery as to what were the intentions of her charterers or whether they really intended to use her for filibustering purposes, together with the La Gonda, and in what direction the filibustering expedition was headed if any were intended. There is not known to be any revolution brewing in any of the West Indies or any of the Central American states. Venezuela appears to be in a more unsettled condition than any other South American country just now, and the most likely guess is the expedition, if it was one, was intended to take part in a revolutionary movement in that country. The Mantells seem to have some interest there.

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READY TO FIGHT FOR CUBA.**Cubans in Florida Interested in the Filibustering Ships.**

Societies in Existence in Every City in the United States Where There Are 50 or More of the Islanders—Gen. Marti at Their Head—He Promises Them That Within Two Years Cuba Shall Be Free and Independent—The Government Officials at Washington Not Taking Much Stock in the Claim That the Seized Ships Are Filibusters.

Jacksonville, Fla., Jan. 15.—There is no change in the situation at Fernandina. Borden's warehouse is still under guard. Borden denies that arms were stored there secretly. He says the packages were carted there in open daylight.

The Cubans in Florida still manifest much interest in the affair. While they regret that this attempt to furnish the patriots of Cuba with arms and ammunition has fallen through, they are by no means discouraged. The Cubans are well organized, through the efforts of Gen. Marti, and in every city in the United States where there are fifty or more Cuban workmen, there has been organized revolutionary societies. In Key West there are seventy-two of these societies. In Tampa there are about seventy-five; in Ocala twelve; in Jacksonville two, and in New Orleans and New York many others. The members of these societies are enthusiastic in regard to the ultimate overthrow of the Spanish yoke, which has so long rested on the Island of Cuba. Every member is required to contribute the earnings of one day of each month, usually the first Wednesday, to the general fund of the revolution societies. The headquarters are in New York and there is in the treasury about \$500,000, which can only be used to aid in fitting out expeditions looking to the overthrow of the Spanish government on the island. In Key West many of the Cuban societies have been formed into military organizations, and regular drills with arms are held weekly. As there are not over 100 stands of small arms belonging to the Key West societies, these pass from one society to another, so as to give all an opportunity to perfect themselves. Gen. Marti, the revolutionist, keeps their enthusiasm stirred up and has promised that within two years Cuba shall be free and independent.

Washington, Jan. 15.—At the treasury department the alleged expedition of the Baracon, Amalia and La Gorda to some southern country with alleged arms aboard is not considered seriously. None of those vessels has been "seized," though one or two of them have been unofficially detained at Fernandina, Fla., to await further examination of suspicious circumstances. It is probable that after to-day all the vessels will proceed on their way without further molestation by the federal authorities.

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END OF THE FILIBUSTER SCARE.

**No Trace of Mantell and Mirandi Yet
Found by the Officials.**

Jacksonville, Fla., Jan. 16.—There have been no new developments in the case of the yacht LaGonda at Fernandina.

The steamer Baracoa, which was under ~~charter to the same parties~~, sailed from Fernandina for New York to-day, her owners having ordered her to return, as they feared that the charter parties intended to use her unlawfully.

The United States officials are still inquiring as to the whereabouts of Jose Mantell and his friend Mirandi. Marshal McKay says they have left the city. United States District Attorney Clark thinks there is little in the case.

Special Agent S. W. Paine of the treasury department is now in Fernandina investigating the case.

It is believed that there is a sensational story back of the matter, if it could be gotten. N. B. Borden, to whom the LaGonda was consigned, knows the truth about the matter, but self interest is making him reticent.

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THE AMADIS RELEASED.**Action in the Case Left Discretionary
With Collector Beckwith.**

**Under the Circumstances He Decided
That There Was No Reason Why She
Should Be Longer Detained—Capt.
Weed Wired Borden in Order to Carry
Out the Charter Terms, But Received
No Reply—As Soon as He Can Make
Arrangements to Leave Here He Will
Return North.**

The steam yacht Amadis which was boarded and detained on her arrival here by the government authorities, was released last night on the receipt of a telegram from the treasury department giving Collector of Customs J. F. B. Beckwith discretion in the matter, and, after preparing for her return trip, will leave, perhaps, to-morrow or next day, for New York or Boston, wherever she is ordered to proceed by her owner, G. H. Kimball of Cleveland, O.

The Amadis remained yesterday tied alongside the revenue cutter Boutwell, which maintained a strict watch over her, so that while she was detained there was no chance whatever of her escaping, if she had so desired. So far as that was concerned, however, it was apparent that Capt. Weed of the yacht had no other desire than to abide by the laws, and he would have made no attempt to get away if he had had a good opportunity.

Special Agent Macatee of the treasury department received a telegram in the morning from Washington telling him to report the matter to the collector of the port and that instructions would be wired to him. Collector Beckwith received a telegram shortly afterward asking for full particulars, which were wired to Washington about 1 o'clock, although they had been wired in brief the night before. He stated that Capt. Weed had

had no communication with any of the parties supposed to be concerned in the alleged filibustering expedition, and that he had received orders from his owner to return to New York at once as the charter had been forfeited.

He remained in his office awaiting instructions from the department until 7 o'clock last night, when a telegram came, stating that the department would give no specific instructions with regard to the matter, but would leave the course to be pursued in the discretion of the collector. Collector Beckwith, after considering the matter, saw no grounds on which to further detain the yacht, and instructed Capt. J. H. Rogers of the Boutwell to release her. It was apparent that Capt. Weed's intentions were the best, and that he had no desire to be engaged in anything unlawful.

Capt. Weed said last night that he intends to return to New York or Boston as soon as he can get ready for the trip. After getting a little fuel and provisioning the yacht, which will probably be to-morrow or next day, he will be ready to leave. In order to fully comply with the terms of the charter, so that it would be fulfilled in case an opportunity to collect for the rental of the boat for the time since she left Rockland ever came, Capt. Weed wired to N. B. Borden at Fernandina in the afternoon, but received no reply, and has heard from none of the parties engaged in the charter of the yacht since his arrival here. Borden did the chartering, and, according to the arrangement when she left Rockland, he was to have met the yacht here and give orders as to where she was to proceed.

Capt. Weed said he would have liked very well to have made the trip as originally planned to Florida and the West Indies, provided it had been, as stated, a pleasure trip, but he said under no circumstances would he have gone on any filibustering expedition, nor would he, nor his men have allowed any arms to come aboard at any time. He supposed he was going on a pleasure trip, and he had no desire whatever to get himself in danger of being imprisoned in this country, and much less in one where a revolution or conspiracy is in progress. He stated that he was contemplating a trip to Fernandina, and get the money due the men on the yacht, as well as the amount due the owners on the first month's charter. He had not decided positively, however, as to this course. It is likely that he will leave Savannah for the north as soon as he can arrange to do so.

NEW YORK HERALD
17 January 1895, 5
RELEASED THE AMADIS.

Nothing Suspicious Was Found on the
Yacht to Connect Her with Any
Filibustering Venture.

[BY TELEGRAPH TO THE HERALD.]

SAVANNAH, Ga., Jan. 16, 1895.—Full particulars with regard to the detention of the yacht Amadis were wired to the Treasury Department to-day by Collector Beckwith, and a reply was received this afternoon stating that the department, after considering the facts in the case, would leave whatever action was to be taken discretionary with him.

He decided at once to release her, since, so far as can be found here, there is no charge whatever on which she can be held. Captain Rogers, of the Boutwell, let her go at seven o'clock to-night, but Captain David S. Weed, of the yacht, says he will remain here until he can coal and get in good sea going condition, which will be some time to-morrow or next day, after which he will leave at once for New York.

He wired N. B. Borden to-day, in Fernandina, simply to carry out the charter requirements, but received no reply, and has had no communication from any of the parties engaged in the charter of the Amadis. Captain Weed says he would like to have continued the trip as planned, if it was to be a pleasure trip, but no matter what the charterers desired he would under no circumstances have taken any arms aboard. He thinks it best that the trip terminated here as it did.

ORDERS ISSUED FROM WASHINGTON FOR THE RELEASE OF THE YACHT AMADIS.

[BY TELEGRAPH TO THE HERALD.]

HERALD BUREAU,
CORNER FIFTEENTH AND G STREETS, N. W.,
WASHINGTON, Jan. 16, 1895. }

Orders were issued by the Treasury Department late this afternoon directing the release of the steam yacht Amadis, held at Tybee, Ga., and alleged to be engaged in a filibustering expedition against Cuba.

A new phase has been put on the whole matter by the appearance of the Spanish Minister on the scene. In Mantell he is said to recognize the son of the Cuban agitator Marti, and he asked the authorities to fully investigate the matter. As it looks now to the authorities, in the light of all the information at hand, the Baracoa will be allowed to depart from Fernandina without further molestation, but there is a strong probability that the Lagonda will be placed under bonds not to violate the neutrality laws.

This, of course, depends upon the character of the report from the District Attorney for the Northern district of Florida, which was received at the Department of Justice late this afternoon, and will be considered by the authorities to-morrow.

The Sun.

NEW YORK.

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The Amadis Released.

SAVANNAH, Jan. 16.—The steam yacht Amadis was released from custody to-night by Capt. Rogers of the revenue cutter Boutwell on telegraphic orders from Washington. Collector Beckwith advised Secretary Carlisle that the papers of the Amadis were all right; that no weapons or ammunition were found on her, and that there was nothing to indicate that Captain or crew had shipped for a filibustering expedition.

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YACHT AMADIS RELEASED.

No Arms Were Found on Board—The Lagonda Will Probably Be Allowed to Come North Soon.

SAVANNAH, Ga., Jan. 16.—The steam yacht Amadis was released from custody to-night by Capt. Rogers, of the revenue cutter Boutwell, on telegraphic orders from Washington. In response to telegrams from the Treasury Department at Washington, Collector Beckwith advised Secretary Carlisle that the papers of the Amadis were all right; that no weapons or ammunition were found on her and that there was nothing to indicate that the captain or crew had shipped for a filibustering expedition. No freights have been received here for the yacht, and there was absolutely nothing on which to hold her. She will return north in a day or two.

The Amadis is a steam yacht chartered by N. B. Borden, of Fernandina, and was seized on the supposition that she was engaged for a filibustering expedition to Cuba or Venezuela.

Capt. Weed and his crew were amazed when the Customs officials informed them of the sensation their cruise had caused. Copies of The World for the last five days were handed to the captain, and he eagerly read the exclusive stories.

WASHINGTON, Jan. 16.—It is probable that the Lagonda, held at Fernandina on account of an alleged violation of the neutrality laws, will be allowed to proceed.

The Rev. William L. Moore, owner of the steam yacht Lagonda, started for Fernandina yesterday to claim his property, now in the hands of the Collector of Customs at that port. He will probably stop in Washington on his way South, and may be able to settle the trouble satisfactorily at the Treasury Department without being compelled to go to Florida.

An impression prevailed in shipping circles yesterday that a prominent ship broker here, outside of the ones already known in the matter, would be dragged into the Lagonda affair before the matter is settled. He is a man who was interested in ~~four years ago in a~~ venture, and is not above doing a little filibustering himself.

A letter received yesterday seems to indicate that the charterers of the Lagonda were surprised in the midst of their preparations by the publication of their plans in The World. It is said they had no knowledge or fear of the gathering storm, and that it was Capt. Griffling who threw their arms overboard from the yacht.

It seems now that the trip up St. Mary's River with the collector aboard was arranged for by the astute yachtmaster, who wished to gain time until he heard from New York. Then when he suspected the nature of the contents of the cases aboard he pried them open, saw that they held arms, and forthwith threw them overboard.

The Lagonda will remain at Fernandina until Jan. 18, when the charter expires, and will then return to this port.

The Charleston News & Courier

18 January 1895, 2

THE FLORIDA FILIBUSTERS.

**Steamer Baracoa Returns to New York—
If there is Anything Sensational, Borden Won't Let the Cat Out of the Bag.**

JACKSONVILLE, FLA, January 16.—There have been no new developments in the case of the yacht Lagonda at Fernandina. The steamer Baracoa, which was under charter to the same parties, sailed from Fernandina for New York to day, her owners having ordered her to return as they feared that the charter parties intended to use her unlawfully.

The United States officials are still inquiring as to the whereabouts of Jose Mantell and his friend Mirandi. Marshal McKay says they have left the city. United States District Attorney Clark thinks there is little in the case. Special Agent S. W. Pane, of the treasury department, is now in Fernandina investigating the case. It is believed that there is a sensational story back of this matter, if it could be gotten. N. B. Borden, to whom the Lagonda was consigned, knows the truth about the matter, but self-interest is making him reticent.

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BORDEN'S SMILE IS BROAD

Agent of the Alleged Filibusters in Luck.

MADE A LARGE SUM OF MONEY

And Has Violated No Law of the United States.

MOORE, MANTELL AND MIRANDI

First Named, Who Owns the Yacht, Is Here and the Two Latter Are Believed to be.

FERNANDINA, Fla., January 17.—Mr. N. B. Borden, the alleged agent of Cuban filibusters and of Costa Rica planters, who has been charged with violating the neutrality laws of the United States, and also of possessing sufficient business shrewdness to have been enabled to gather in a neat little rake-off of from \$5,000 to \$8,000 as his commission and profits in the affairs of the Lagonda, the Amadís and the Baracoa, together with their intended cargoes and supplies, is the king-pin in Fernandina tonight. In fact, he has not only come out of the affair with flying colors, but he still has in his possession the whole story of the thwarted expedition from its very inception—he has "given up" nothing and is the most serenely complacent man in Fernandina tonight, as he is also the most uncommunicative one.

Borden has taken legal advice within the past few days—but he didn't really need any. He made a thorough investigation of the business of supplying vessels and shipping arms to belligerents before he engaged in it at all. He looked up the law a good many weeks ago, and he knew his rights at every step he took as well as those of his customers, of the United States government and of Spain. It now appears that Borden is a good deal of a "daisy"—for want of a better word to describe the boldness and the shrewdness with which he has done his part of the business.

Borden, in this filibustering affair, has violated no law of the United States or of Florida. In all its essential features the case of Ricardo Trumbull and G. A. Burt, in the Itata affair in 1891, is identical with that of Borden. In order to understand the application of the decision in that case to the one now in hand, it will be necessary to briefly review that story, which was for many weeks familiar to newspaper readers throughout the world.

Story of the Itata.

In January, 1891, the steamship Itata was an ordinary merchant vessel, but early in the month she was captured in the harbor of Valparaiso, Chili, by a band of insurgents, known in that country as the "Congressional Party," which was then engaged in an effort to overthrow the then established and recognized government of Chili, of which Balmaceda was at the head. The Itata was

by the Congressional Party placed in command of one of its officers and was used in their operations as a transport to convey troops, provisions and munitions of war—also as a hospital ship and one in which to confine prisoners. Four small cannons were also put on board of her, mounted on her decks, and she carried a jack and a pennant.

Some time prior to the following April, Ricardo Trumbull came to the United States as an agent of the Congressional Party, and some time during that month he appeared in New York city and there bought of one of the large mercantile firms in that city dealing in such goods 5,000 rifles and 2,000,000 cartridges for them, with the intention and for the purpose of sending them to the Congressional Party in Chili for use in their effort to overthrow the Balmaceda government. The sale and purchase of these arms and ammunition were made in the usual course of trade and without any apparent attempt at concealment or secrecy. Trumbull had the goods shipped by rail to San Francisco and engaged Burt to accompany them, which the latter did. Arrangements had been made by Trumbull with his principals in Chili by which they were to send a vessel to the United States to get the arms and ammunition and convey them to Chili for the use of the insurgents. So the Itata was dispatched for this purpose and she was accompanied as far as Cap San Lucas by the Esmeralda, a war ship then in the service of the Congressional Party. At one of the Chilean ports the Itata took on board some soldiers with their arms (by one witness at the trial stated to have been about one hundred on fifty and by another about twelve in number).

Esmeralda's Captain in Command.

At San Lucas the captain of the Esmeralda took command of the Itata, and the captain of the latter was left there in command of the Esmeralda. The Itata then proceeded to San Diego, Cal., really in command of the Esmeralda's captain, but ostensibly in command of another, who represented to the customs officers, at San Diego, that his vessel was an ordinary merchantman, and was bound to some port on the northern coast.

Before coming into the port of San Diego, or into the waters of the United States, the Itata hauled down her jack and her pennant; the cannon on her decks were removed and stowed in her hold as were also the arms of the soldiers whom she carried; and their uniforms, as well as those of the ship's officers, were removed; and all hands appeared in civilian's dress. At San Diego the Itata laid in stores of coal and provisions, all of which were bought in the open market, and some of which were even marked "Esmeralda" without any attempt, apparently, to conceal their destination or the purpose for which they were intended.

Meanwhile, Trumbull had chartered, in San Francisco, a small schooner—the Robert and Minnie—to take the crews and ammunition from there to an island in Southern California waters called Catalina, where it was arranged that she should meet the Itata and deliver on board of her these munitions of war for the insurgents in Chili. The Robert and Minnie, in charge of Burt, reached Catalina island on time, with her cargo.

But, in the meantime, suspicion having been aroused in San Diego that the Itata was about to violate the neutrality laws of the United States, the United States marshal of the Southern District of California was directed by the attorney-general to detain the Itata, if such was found to be the case, and acting on these and other instructions from the district attorney, the marshal went on board the Itata at San Diego, put a keeper in charge of her and then went in search of the Robert and Minnie—which he did not find, however, within a marine league of the shores of the United States.

Established Communication.

But the Itata's officers managed in some way to establish communication with the schooner, and by this means a point near San Clemente island was fixed upon as the place of meeting for transferring the arms, etc., from the schooner to the ship. Accordingly, on the 6th day of May, 1891 without obtaining any clearance papers, and against the protests of the deputy marshal on board,

the Itata weighed anchor and steamed out of San Diego harbor with this United States court officer on board. Upon his own request, however, the deputy marshal was put ashore at Point Ballast, before the ship went outside the harbor. While going down the harbor one or two of the Itata's cannon were brought on deck, and some of the soldiers on board appeared in their uniforms again. On May 9 the Itata and the Robert and Minnie came together about a mile and a half south of San Clemente island—still within the jurisdiction of the United States—and there the arms and ammunition were taken on board the ship in the original packages, and the Itata at once left with them for Chili. The details of her capture by the United States cruiser Charleston, after an exciting chase, are not pertinent to this story. The Itata and her cargo were libelled and Trumbull and Burt were arrested. The cases were tried and decisions were reached within six months.

Our Government in a Hole.

Judge Ross, United States judge for the Southern district of California, in the case of the United States government against Trumbull and others (known as the Itata case), decided that the defendants were not violators of the neutrality laws, summarizing his opinion as follows:

"The Revised Statutes of the United States, Article 523, have not been violated according to the testimony in this suit. Article 523 prescribes a punishment for any person who is in any way concerned in furnishing, fitting out or arming any vessel with the intent that she shall be employed in the service of any foreign state or people, to cruise or commit hostilities against any foreign state or people with whom the United States are at peace; but this statute does not cover the act of purchasing arms and munitions of war and putting them on board a vessel sent to receive them, with the intent that they shall be carried to a party of insurgents in a foreign country, to be used in carrying on war against the government thereof, but which are not designed to constitute any part of the fittings or furnishings of the vessel herself."

The penalty for the violation of Article 523 is a fine of not more than \$10,000 and imprisonment not more than three years. Now this case of Borden is almost parallel with that of Trumbull, except that the latter openly purchased the arms, etc., in the New York market, but preserved some degree of secrecy in getting them across the continent and down to the island of San Clemente, where they were transferred from the schooner Robert and Minnie to the hold of the Itata and carried to Chili. Borden, as far as can be learned, did not actually purchase the arms and munitions of war designed to be sent to some part of Cuba on board the Lagonda, the Amadís and the Baracoa, but he chartered the vessels for the agents of the insurgents, acted as receiver for them at this port, had them stored in his own warehouse here and was practically in the act of shipping them when the United States government interfered. But, under the decision of Judge Ross, which has never been set aside, not one of Borden's acts has been unlawful. For this judicial opinion clearly states that acts of this sort do not "constitute the fitting out, arming, or furnishing" of a ship, but simply make her a transport. And in a letter to Secretary of State Seward, written in 1871, Attorney-General Speed is on record as saying:

Another Authority.

"I know of no law or regulation which forbids any person or government (whether the political designation be real or assumed) from purchasing arms from the citizens of the United States and shipping them anywhere in the world, at the risk of the purchaser, of course."

So Mr. Borden is laughing at Collector Baltzell today and he will laugh more heartily tomorrow when the latter has to give up the arms and release the yacht. For Judge Ross has decided also that a vessel and her cargo of arms and munitions of war, although the latter may be designed for use against a nation with which the United States are at peace, cannot be forfeited to the gov-

ernment of the United States, because the cargo forms no part of the vessel's equipment.

In addition to the \$5,000 or \$4,000, which Borden has undoubtedly made by this transaction so far, he may get a snug little sum in damages from the United States government or from Collector Baltzell and Special Agent Anderson, unless both of these officials acted under specific orders from the secretary of the treasury.

LAGONDA'S OWNER HERE.

The Rev. Mr. Moore is a Guest of the Carleton.

The Rev. W. L. Moore, of New York, the owner of the Lagonda, arrived in the city yesterday afternoon, and was immediately driven to the Carleton, where he was assigned room No. 29, and from all indications he has no intention of being disturbed in his temporary domicile.

In the course of the evening a Times-Union reporter called at the desk of the Carleton and asked the clerk to send his card up to the gentlemen whose yacht has made all the trouble; and, while his request was not openly refused, it was met in a manner that was, to say the least, somewhat peculiar. A waiter was going up stairs with a pitcher of ice-water as the newspaper man handed his card to the clerk, and calling him back, that functionary explained:

"I don't know whether Mr. Moore is in or not, but I will get this porter to see as he passes the door."

He then drew the servant to one side and said something to him in a whisper, after which he sent him on his way. By this time the reporter had about made up his mind that Mr. Moore would be found "not in." Such proved to be the case. In a few minutes the waiter waited down the stairs and calmly declared that there wasn't nobody in 29, and that he "had done knocked at the door." As it was then fifteen minutes after 12, and as Mr. Moore is not only a clergyman, but a man of advanced years, this statement was naturally looked upon by the reporter as being somewhat apocryphal.

From people who were staying in the house it was learned that the yacht owner had been seen around the hotel that evening, and that he was probably in his room at the time. There can be no doubt that he is anxious to avoid the newspaper men, and that the artless ruse of the clerk was employed simply to freeze out intruders upon a plausible pretext.

MANTELL STILL HERE.

But the Government is at a Loss as to How to Proceed.

Senor Jose Mantell, the young Spanish gentleman whose whereabouts, for the past two days, have been a source of uneasiness to the government officials, was seen on Bay street this morning. From a Cuban gentleman it was learned that Mantell has been out of town for a few days on private business. Marshal McKay says that he is not interested in Mantell and Mirandé, as he has no instructions to detain either of them.

Mantell is a young smooth-faced handsome gentleman. He dresses neatly and speaks English with a very slight foreign accent. As he has done nothing in violation of the United States laws, he does not fear arrest. It is understood that he is here for the purpose of conferring with his attorneys relative to his trunks being broken open and searched by the United States customs authorities in Fernandina, last Saturday.

There is little doubt that the guns discovered in Fernandina were intended for the Cuban revolutionists, and were but the first installment of many others that have been purchased for the same object, and are now stored at convenient points to be shipped at the first opportunity. This expedition has fallen through, but as the government has nothing positive against any one, it is not very likely that anything further will be done.

THE FLORIDA TIMES-UNION

JACKSONVILLE, FLA.

18 January 1895, 4

A Voice for Cuba.

Jacksonville, Fla., January 17, 1896.

To the Editor of the Times-Union.

If you can imagine to yourself a great over-grown, lubberly, powerful, mutton-headed fellow sitting on the spinal column of a poor helpless boy to hold him down, while his brutal, drunken, merciless father beats him, then you can understand the position our mighty nation takes with regard to our helpless neighbor, Cuba.

There is the old gag, "a friendly power;" the fellow who holds the boy, says the same, "The father has the legal right to govern his son and to use force to secure obedience."

Does any American believe there ever would have been a United States if France had not sent her army and navy to help us? Or even then, if the fair-minded and humane element in Britain, with such men as Burke to champion our cause in parliament, had not overthrown the party of butchery and brute force?

It is the marvel of the age that a greedy, grasping element in Spain, with their soulless allies in Cuba, are able to hold that fair land in bondage. The people of Spain are noble and generous, but the cliques and mercantile interests that control the government there, as elsewhere, hold on to Cuba for sordid gain.

If Cuba had been a part of the continent, she would have had her freedom when the illustrious Bolivar freed South and Central America, but her insular position, like Puerto Rico and the Philippines, has enabled the greedy crew in the name of Spain to exploit them for four hundred years. Show me one "friendly" act toward this nation ever performed by the gang of vampires who rule poor Spain and her unfortunate possessions.

Have they not ever treated us as an enemy? Do they not keep a well-paid lobby in Washington? to see that we give no help to Cuba or her sisters in bondage. What is every true American proud of?

That Warren and Allen and Putnam and Washington and that long list of immortals were "rebels," were "traitors" branded by the government they were born under. That they were out without warrant, with their guns, and shot down the officers of the law, and wiped out the law they had all sworn to support and defend.

Then why should we, who love, revere and honor the name and memory of those god-like "rebels," look askance at any effort made by our neighbors to gain their freedom in the way we gained ours?

The only wonder is that one hundred thousand young Americans do not join the Cubans and in defiance of customs and cussedness go over to Cuba and help this brave people to secure their liberty, and they would find ample compensation in the glory they would rise to, and a solid recompense in being admitted as citizens of Cuba libre.

JOHN A. MacDONALD.

THE FLORIDA TIMES-UNION

JACKSONVILLE, FLA.

18 January 1895, 5

HOTEL ARRIVALS.

ST. JAMES.

J. A. Brumf, Dubuque; C. W. Hearn, Dayton, C. N. Stip, Cincinnati, W. B. Y. Wilkitt, Longwood, Fla.; W. H. Ross, Holly Hill, Fla.; W. Troy, J. B. Graft, C. Dayton, N. B. Northrop, city; S. Herzig, Fred Herzig, Lee F. Leon, William Bernard, New York; A. Young and wife, Miss Young, Warren, Texas; O. Eneby, Birmingham, Ala.; W. H. Worden, Jr., Louisville; S. E. Dreyfus, Cincinnati; E. Bodel, New York; S. P. Parrott, Columbus, Ga.; C. B. Schmidt, J. O. King and wife, Henrietta, Tex.; Mrs. R. A. Young, Valdosta, E. A. Richards and wife, Orlando, Fla.; W. W. Hunt, Oakland, Fla.; S. W. Cooley, Forest City, Fla.; B. N. Brett, Huntington; C. H. Worcester, Pomona, Fla.; D. S. Way, Sanford, Fla.; G. W. Anderson, St. Petersburg, Fla.; T. Slacans, St. Augustine, Fla.; S. K. Chapman, St. Petersburg, Fla.; A. W. Oates, Ocala, Fla.; E. Kirby, Mt. Royal, Fla.; H. M. Day, Bartow, Fla.; A. Robbins, Sanford, Fla.; P. M. Shaw, Jr., Duluth, Minn.; D. H. Thairn, Georgia; T. C. Keys, Eustis, Fla.; Mr. and Mrs. H. W. Buckingham, E. McKeon and wife, Chicago; C. W. Nokes, Cleveland, O.; H. W. Bishop, Eustis, Fla.; J. C. Smith, Boardman, Fla.; C. T. Kinnie, New York; Mr. and Mrs. F. R. Darby, Miss May Hunt, Ashland, S. C.; Mrs. A. A. Shuford and child, K. C. Mensen and wife, Hickory, N. C.; P. W. Jones, New York; M. G. Barbour, Chicago; Dr. F. Howland and wife, Portland, Me.; R. C. Cooley, city; E. Davidson, E. G. Davidson, Cincinnati, O.; J. E. Ingraham, St. Augustine; Dr. A. Anderson, W. W. Dewhurst, St. Augustine; Mrs. W. LeFila, city; H. N. Brooks, Sanford; J. H. Peterson, E. McKeon and wife, Frank Stoddard and wife, Chicago; J. W. Whaling, Georgia; F. K. Howe, Cairo, Ill.; J. D. Hazard, Eustis Port; G. S. Howard, Newburg; S. C. Phillips and wife, South Carolina; B. H. Parker, Gadsden, Fla.; M. W. Thomas, Richmond; E. P. Campbell, Nashua, N. H.; J. Emight, Chicago; M. H. Stanfal, Duluth; A. J. Smyth, A. Blanquist, Chicago; Sidney Herbert, Maitland; G. W. Farnham, Altamonte Springs; S. H. Lancey, Bangor; C. H. Kitteridge, J. Scheuren, Boston; L. Y. Jenness, St. Petersburg; John Dial, A. E. Traleigh, Florida; Mr. and Mrs. F. C. Brent, Miss J. E. Brent, Miss C. M. Brent, Mrs. R. S. Chilton, Pensacola; J. H. Scott, Chicago; R. M. Bushnell, Pensacola; Captain J. W. Bean and wife, San Mateo; Miss Annie Blythe, Valdosta, Ga.; Mrs. Rosa Richards, Mrs. H. R. Roundtree, Chicago; F. L. Carjenter, Thrane, New York; J. M. Yosh, Boston; F. V. Dickev, wife and daughter, Philadelphia; J. C. Prince, Havana, Cuba.

WINDSOR.

C. J. Sullivan and wife, Atlanta, Ga.; Mrs. J. B. Briggs, Miss Bertie Briggs, New York; D. R. Peeler and wife, Miss Kate Winston, Montana; E. H. Williams, Denver, Col.; H. J. Berry and wife, Chicago; D. C. Porteous, New York; E. C. Culley, Boston; W. R. Thigpen, Savannah; J. C. Smith and wife, Pennsylvania; W. E. Hart, New York; T. H. Stagg, Frankfort, Ky.; J. D. Lacey, New Orleans; Miss Bissell, Miss N. S. Bissell, Miss Spang, Miss Laughlin and maid, Pittsburg, Pa.; Samuel Higstaff, Newport, Conn.; Mrs. Julien B. Brainerd, Miss Brainerd, Miss Carson, Portland, Conn.; Charles Daly, New York; J. S. Paine and wife, Boston; Thomas K. Carey and wife, Baltimore; W. F. Paige, New York; F. Farrington and wife, St. Johnsbury, Vt.; J. E. Lucas, Lucas line.

DUVAL HOTEL.

H. Booth, Montgomery, Ala.; R. A. Bal-lowa, Eufaula, Ala.; W. E. Stataaker, Chattanooga, Tenn.; C. A. Lilly, Atlanta, Ga.; Capt. D. A. Dunham, Mrs. Dunham, Palatka, Fla.; Henry Chiles, Mrs. Chiles, St. Louis, Mo.; Mrs. Will Newcomb, St. Louis, Mo.; James A. Boehlte, Cincinnati, O.; W. J. Cobb, St. Louis Republic; W. H. Brocter, Monticello, Fla.; R. C. Kellogg, Mrs. Kellogg, Iowa; William Stuhler, Monticello, Fla.; J. R. Jenkins, Berthe, Mo.; E. A. Groover, Quitman, Ga.; J. Herbert, Mrs. Herbert, Toledo, O.; F. W. Bety, Mrs. Bety, Chicago, Ill.; C. W. Howard, Boston, Mass.; B. Z. Holmes, Atlanta, Ga.; W. N. Thompson, Fernandina, Fla.; J. O. MacDonell, Fernandina; J. D. Morris, Mrs. Morris, Savannah, Ga.; W. D. Onanu, Savannah, Ga.; J. L. Frazee, Shiloh, Fla.; W. H. Speak, K. A. Hearn, Palatka, Fla.; Mrs. L. K. Peck, Mrs. R. A. Kempton, Boston, Mass.; F. E. Halle, Cedar Key, Fla.; P. F. Sarling, Savannah; B. F. Johnson, Atlanta, Ga.; R. P. Manard, Chicago, Ill.; Maurice Delish, New York; B. S. Billingsley,

18 January 1895, 14

BORDEN RISES IN HIS WRATH

May sue Collector Baltzell and the Government for Seizing the Yacht.

(Special to The World.)

FERNANDINA, Fla., Jan. 17.—N. B. Borden, agent of "D. E. Mantell"—whoever he may be—has turned the tables completely. It is claimed, upon the United States Government and its Florida officials, and is now said to be master of the situation here. The Amadis and the Baracoa have both been released, the Lagonda will probably be released within twenty-four hours, and there is a possibility that the customs officials will be obliged to-morrow to surrender possession of the arms and munitions of war now under seizure.

It is hinted, too, that Borden may sue for heavy damages by virtue of the decision in the Itata case, which provides that a vessel with arms aboard may not be seized unless the arms constitute part of her equipment to be used for hostile purposes against a nation with which the United States is at peace.

This means that in the present case Collector Baltzell and Inspector Anderson must release the goods on board the Lagonda and withdraw their deputies from Borden's warehouse. Unless the Collector and his deputies acted under direct and specific orders from the Secretary of the Treasury, Borden will probably compel them to pay all the costs in this affair and reimburse him for what commissions and profits he may have lost by delay and interference with his business.

GALVESTON, Tex., Jan. 17.—The seizure at Fernandina of the yacht Lagonda has caused considerable comment in shipping circles here, as there is a big trade between Cuba and Galveston. Two steamers, the Gyller and the Pioneer, are, to-day, under charter to J. Reymershoffer, of the Texas Star Flour Mills, and are plying between West Indian ports and this city. Mr. Reymershoffer says, however, that no arms have been shipped from here for Cuba.

"If there is going to be an uprising in Cuba I would like to know about it, for I have large interests on the island. I know of no vessel, however, that has been chartered at this port for Cuba, and if any had been I would be likely to know it."

The Charleston News & Courier

19 January 1895, 1

A Gospel Ship, not a Filibuster.

JACKSONVILLE, FLA., January 18.—A special to the Times-Union from Fernandina, Fla., says: The Rev Mr Moore, the owner of the yacht Lagonda, detained on suspicion of being fitted out for a filibustering expedition, arrived this morning and shortly after his arrival the custom house authorities released the yacht. Matters between Mr Moore and the charterers were arranged satisfactorily by Mr N. B. Borden, as agent for the charter parties, and the yacht sailed this evening for Jacksonville. Mr Moore accompanies her. The arms which were found in Mr Borden's warehouse are still in the hands of the customs officials.

19 January 1895, 5

HOTEL ARRIVALS.

ST. JAMES HOTEL.

B. H. Garcia, E. C. Brooks, T. S. Courtney, Jr., Richmond, Va.; Robert L. Mason and wife, Frankfort, Ky.; R. A. Hancock, Atlanta, Ga.; C. H. Eaton, St. Stephens; R. P. Van Klippen, Paterson, N. J.; Arthur F. Odlin, Orlando, Fla.; J. J. Fansworth, Savannah, Ga.; C. S. Hirsch, Imogene Hoyt, New York; J. H. Wyeth and wife, St. Louis; Mrs. R. M. McCormick and maid, J. F. Nash and wife, C. L. Nash and wife, L. Duckrone and wife, Chicago, Ill.; F. D. Ellis, Quincy; H. A. Lamson and wife, Grand Rapids, Mich.; J. T. Mann, Brannum, W. Va.; Edwin Mann, Alderson, W. Va.; J. M. Sherburne, Boston; E. D. Lukenbill, Fernandina, Fla.; W. R. Shattuck and wife, Cincinnati, O.; J. Y. Butch, Valdosta, Ga.; C. H. Clark, Hartford, Conn.; A. Berlack, city; Joe Friend, city; Mr. and Mrs. E. H. Weatherbee, New York; J. C. Jennings, St. Augustine; J. T. Bailey, Philadelphia, Pa.; F. M. Woods and wife, Indiana; G. H. Norton, city; R. Perry, St. Augustine; Mr. and Mrs. S. W. Smith, Waterbury; C. W. King and wife, Washington; W. R. Wheelock, New York; E. T. Page, Jr., Virginia; Mrs. G. A. Fenner and daughter, Miss A. C. Branelgg, Fall River; Mrs. E. H. De Gualia, Havana; D. T. McKelvey, Philadelphia, Pa.; William Tyner, Boston; W. B. Van Vorst, Cambridge; W. F. Tyner, Boston; C. Gooch, Cincinnati, O.; Geo. P. Goettman and wife, Miss Ella Dolan, Pittsburg; S. B. Wright, A. G. Goodwin, Deland, Fla.; G. M. Browning and wife, G. H. Atwood, St. Augustine; S. Baen, New York; J. Fagan and wife, Columbia, S. C.; W. M. Cabot, city; Mrs. B. L. Stone, Misses Stone, Mohawk, N. Y.; Thos. W. Darston, J. F. Darston, A. C. Darston, Syracuse, N. Y.; J. H. Ingraham, A. Anderson, St. Augustine; N. A. Perry, C. L. Betts, Philadelphia; H. A. Cowherd, Cincinnati; J. F. Hayes, New Orleans; Miss Gillis, Miss E. Gillis, Kinsman, O.; S. D. Paine, Sanford, Fla.; E. T. Charlton, T. S. Wilmarth, city; F. W. Ripley, Deland.

WINDSOR.

W. H. Piverts, Mrs. Piverts, Kentucky; Miss S. Rogers, Kentucky; H. P. Crook, Baltimore; P. A. Starck, Chicago; Miss Walnwright, two Misses Blaughten, Miss Northern, Fred Melk, Nath. Harwig, New York; J. J. Marshall, Dallas, Tex.; Mrs. Robert C. McCormick, Chicago; Dr. J. Y. Porter, Florida; S. S. Patterson, Cincinnati; A. J. Dyas and wife, Nashville, Tenn.; E. D. Dillingham and wife, Minneapolis; T. D. Ellis, New York; W. C. Turner, New York; W. McMahon and wife, New York; W. W. Rendalter, Balto.; Miss Alice Mason, Worcester, Mass.; Miss Georgiana Trumbull, Arlington, Mass.; Mrs. E. Nelson Blake, Mr. E. Nelson Blake, Arlington, Mass.; John A. Logan and wife, New York; N. D. Sanford and wife, Avoca, Ia.; C. C. Dorr, Boston; J. W. Wilcox and wife, A. V. Wilcox and wife, two children and maid, Haverford, Pa.; R. D. Gilpin Gardner, Philadelphia; A. S. Asher, Louisville; A. B. Kohn, Chicago; H. L. Haines and wife, Miss Haines, J. R. Johnson, Savannah, Ga.

NEW DUVAL HOTEL.

Adam Correll, Deland, Fla.; D. Matthews, city; H. L. Eitman, Mrs. Eitman, St. Louis, Mo.; H. D. Bailey, Baltimore, Md.; J. H. Edwards, Cincinnati, O.; J. L. Greenbaum, Savannah, Ga.; J. T. Moore, Mrs. Moore, Clinton, Ky.; J. T. Lay, Mrs. Lay, Jackson, Miss.; Miss Laura M. Turner, Jackson, Miss.; B. Genovar, T. B. Genovar, St. Augustine, Fla.; L. Solomon, William Evans, Mrs. Evans, Chicago, Ill.; J. M. Johnston, Nashville, Tenn.; Frank Bohner, J. H. Canner, Frankfort; S. B. Wilson, New York city; Mrs. J. W. Pinkerton, Miss Pinkerton, Mrs. James and child, Mrs. E. W. Hoge, Zanesville, O.; C. B. Clossen, Tampa, Fla.; R. F. Joyce, St. Augustine, Fla.; W. N. Thompson, A. O. MacDonell, Fernandina.

Fla.; M. D. Smith, Chattanooga, Tenn.; L. C. Jordan, St. Louis, Mo.; T. E. Laney, Pittsburg, Pa.; J. E. Mack, Philadelphia, Pa.; C. E. McIntosh, city; R. S. McKnight, Birmingham, Ala.; J. D. Pearsall, Savannah, Ga.; W. C. Yelser, Richmond, Va.; R. S. Head, East Coast Line; J. O. Matthews, Palm Beach, Fla.; F. J. Stokes, Philadelphia, Pa.; M. Lowenthal, J. J. King, New York; R. E. Wilson, North Carolina; W. D. Gnan, Savannah, Ga.; Mrs. J. D. Wilson, London, Ont.; Miss M. Cameron, London, Ont.; E. E. Krause, Baltimore, Md.; Gus Lenhart, Palm Beach, Fla.; Mrs. J. J. Know, St. Augustine, Fla.; J. D. Graft, Blackshear, Ga.; L. R. Woods, Gainesville, Fla.; B. S. Ashley, Winter Haven, Fla.

HOTEL PLACIDE.

William Clifton, Georgia; George Seaman, New York; A. K. Brodus and wife, Boston, Mass.; J. D. Biggs, Orlando, Fla.; S. S. Seidler, Maryland; G. Gesron, Chicago, Ill.; S. H. Blaugor and wife, Denver, Col.; C. Amworth and wife, Grand Rapids, Mich.; A. C. McLeod, Valdosta, Ga.; Miss D. Thornton, Miss E. Dale, Edward Poland, New York; John M. Cantless, Elizabeth, N. J.; J. P. Frete, Emporia, Fla.; Mrs. A. M. Munarh, St. Augustine, Fla.; C. Pell, New York; H. Crosby, Buffalo, N. Y.; Jullus Craft, Washington, D. C.; P. Myerson, Baltimore, Md.; Charles Pretz, Ocala, Fla.; M. Brooke, Cincinnati, O.; George Taylor, Boston, Mass.; E. Davidson, Washington, D. C.; R. Hays, Brooklyn, N. Y.; Sewell Stafford, Macon, Ga.; B. Meacham, New York; Charles Hull, Columbus, O.; E. Heath, Easton, Pa.; Julia Hobbs, Chicago, Ill.; Henry Supp, Toronto, Can.; Herbert Brown, Kansas City; W. C. Kennedy, Daton, O.; Will R. Coulter, New York; A. B. Drown, Lynn, Mass.; Henry A. Summers, St. Augustine, Fla.

PUTNAM, Palatka.

R. W. Sprattling, Atlanta, Ga.; Robert Long, Boston; Walter Longman, Mrs. Walter Longman, Miss Longman, Brooklyn; Mrs. L. V. Holymaster, Miss A. Clegg, New York; James L. Page, England; Dr. C. G. Weld, Boston; T. Watson, Merrill, Boston; John M. Meyer, Mrs. John M. Myer, Chicago; Richard M. Fleming, New York; A. E. Drew, Pasadena, Fla.; Dr. F. W. Chapin, Mrs. F. W. Chapin, Miss A. A. Chapin and maid, Hot Springs, Va.; L. W. Bern, Springfield, Mass.; C. M. Middlebrook, Providence; It. I.; A. H. Skinner, Mrs. A. H. Skinner, and child, Fall River, Mass.; A. M. Bond, Savannah, Ga.; C. W. Tucker, Atlanta; F. Snyder, Boston; Mrs. H. A. Batchelor, Saginaw, Mich.; A. E. Boardman, Brevard, N. C.; G. Macdonald, Macon, Ga.; F. C. Fishburne, Charleston, S. C.; F. M. Gilpin, Philadelphia; Wm. Bernard, New York; N. D. Sanford, Mrs. N. D. Sanford, Avoca, Ia.; G. L. Davidson, Mrs. G. L. Davidson, New York; Frank Swan, Mrs. Frank Swan, Stamford, Conn.; R. C. Wilson, Atlanta, Ga.; J. O. Mathews, Palmer, Mass.; E. H. Kirkman, Inverness, Fla.; R. H. Warner, Mrs. R. H. Warner, Albany, Ga.; Mrs. John Kendig, Philadelphia; C. R. Kendig, Baltimore; H. G. Trevor, Mrs. H. G. Trevor, L. T. Baker, New York; J. W. Cox, Boston; Clarence May, Philadelphia S. S. Co.; Samuel H. Ashbridge, A. L. English, Philadelphia; Mr. William H. Earle, Mrs. William H. Earle, Miss A. Snelling, New York; Mrs. T. L. Howell, Mr. T. L. Howell, Jr., Philadelphia; Miss Campbell, New York city; James P. O. Toole, Utica, N. Y.; O. P. Havens, Jacksonville; Mr. L. Morris, Mrs. L. Morris, Miss Hatchklas, New York; Mr. O. T. Locke, Mrs. O. T. Locke, Cleveland, O.; Bishop C. H. Nelson, Mrs. C. H. Nelson, Georgia; Mr. C. J. Henderson, Mrs. C. J. Henderson, New York; Mr. C. Germain, Mrs. C. Germain, Saginaw, Mich.; Mr. H. P. Smith, Mrs. H. P. Smith, North Haven, Conn.; Mr. E. L. Rasey, Mrs. E. L. Rasey, Beloit, Wis.; Mrs. T. A. Hendrie, Mrs. T. C. Stokes, Philadelphia.

19 January 1895, 2

LET LOOSE THE LAGONDA

Customs Officials Release
the Suspected Yacht.

THE ARMS ARE HELD, THOUGH

Mr. Borden and the Authorities
Will Struggle for Them.

MOORE WAS LIBERAL TO MANTELL

The Terms of the Charter Very
Broad—Moore and the Yacht
Bound for Jacksonville.

FERNANDINA, Fla., January 18.—The Rev. Mr. Moore, owner of the yacht *Lagonda*, arrived here at 11 o'clock this morning, and shortly after his arrival the custom-house authorities released the yacht. Matters between Mr. Moore and the charterers were soon arranged satisfactorily by Mr. Borden, as agent, and this afternoon, the *Lagonda* sailed from this port with her flags up. As she sailed out a salute was fired. The yacht goes to Jacksonville. Mr. Moore accompanied her. The arms which were found in Mr. Borden's warehouse, are still in the hands of the custom-house officials.

Is Moore a Sympathiser?

The terms of the charter papers from Moore to Mantel have caused the rumor to be circulated here that the reverend gentleman is a sympathiser with the patriot cause of Cuba, if not really a worker for Cuba's freedom.

That Mr. Moore has more confidence in Mr. Mantel and his partner, Mirandi, than is usually manifested in a stranger or acquaintance of a day or month, is shown by the fact that these charter papers have no clause of indemnification for Moore for expenses the yacht may contract. Such a contract is, therefore, one of unusual broad license. No clause is in the document binding Mantel and Mirandi to retain Moore's captain. Mantel and Mirandi are, therefore, practically given absolute control of the yacht, to do with her what they may, and go whither, and on any errand, they please.

Prince on Cuba.

J. C. Prince, the well-known tourist agent, who conducts parties to Cuba and who, having spent twelve years of his life in the turbulent little island, is in a position to know what he is talking about, said to a *Times-Union* man last night:

"Cuba will be free. It is written on the future as a certainty. There can be no question about it. The revolutionist feeling there is running high. There is an insubordinate jealousy and a mutual antipathy between Spanish and Cuban authority which is intensified by constant clashing.

"Cubans hate Spain, claiming that Spain bleeds Cuba to support its military government in Cuba, as well as to contribute enormously to the coffers of the mother country. Spanish rule of Cuba costs tremendously. There's your captain-general who gets \$50,000 a year—the same salary you pay the president of the United States. Then there are 30,000 soldiers who act as police—all Spanish, no Cuban. Then in the city of Havana alone there are 40,000 militia, all Spaniards, who serve two days in each month. Cubans are not taken in the militia. The population of the island is about equally divided between Spaniards and Cubans. The latter are getting rich and the richer they get the nearer they approach a successful revolution. The lack of money has been the cause of failure in all other attempts."

The *Lagonda* Leaves.

It was known here, yesterday afternoon, that the mysterious yacht, whose movements have been the cause of so much comment, and whose detention in Fernandina has kept the local United States authorities out of bed nights, had got up steam and pulled out of that port forever.

The *Lagonda* had on board her owner, the Rev. W. L. Moore, and the same crew from Rockland, Me., that she started out with, and was in command of Captain Griffin. It was said by a gentleman from Fernandina, who was in the city last night, that the yacht should get here before morning. This, however, is hardly possible, owing to the late hour at which she sailed. If the outside course was taken, her captain would hardly cross the bar until daylight and the character of the inside course is such that navigation would hardly be possible to strangers after nightfall. Those best informed do not expect to see the *Lagonda* drop anchor in the stream before today.

The Collector Came Over.

Collector G. L. Baltzell came over from Fernandina Thursday afternoon and spent the night at the house of his father-in-law, George O. Wilson, who is lying dangerously ill. He was in consultation with the authorities here, and took breakfast yesterday morning at the Carlton, returning on the same train that carried Mr. Moore over yesterday.

District Attorney Clark, when asked last night why the *Lagonda* had been so suddenly released, replied that it was for the reason that there was nothing to warrant her further detention.

"The truth of the matter is," he continued, "the yacht has never been seized. She has simply been held, pending an investigation, and as the inquiry showed no adequate cause for a seizure, the release followed."

Mr. Clark added that he did not care to go into any details just then, as another branch of the matter was likely to come up for investigation.

19 January 1895, 1

RELEASE OF THE LA GONDA.

**The Owner of the Yacht Arrives and
Takes Charge of Her.**

Fernandina, Fla., Jan. 18.—Rev. Mr. Moore, the owner of the yacht La Gonda, detained on suspicion of being fitted out for a filibustering expedition, arrived here this morning, and shortly after his arrival the custom house authorities released the yacht. Matters between Mr. Moore and the charterers were arranged satisfactorily by N. B. Borden as agent for the charter parties and the yacht sailed this afternoon for Jacksonville. Mr. Moore accompanies her. The arms which were found in Mr. Borden's warehouse are still in the hands of the customs officials.

19 enero 1895, 1

LOS TRES VAPORES

El "LAGONDA," el "AMADIS"
y el "BARACOA"

Del "World" de New York:

"Llevaban armas para un ejército."

"Ciento cincuenta cajas de pertrechos de guerra, onvladas á Fernandina."

"El BARACOA estaba contratado para llevar
do una docena Antillas á otra
200 trabajadores, e instrumentos y ferreteria
para ellos."

Los encabezamientos que preceden, tomados de diversos diarios de New York, son la sustancia de las noticias que han venido de un certiduo singular curiosidad durante la última semana en la prensa de los Estados Unidos, y entre los antillanos é hispano-americanos que en ellos residen. Tres vapores, contratados por un mismo agente, y sobre cuyo enlace y plazos de salida solo tendrían derecho á opinar, los que los conociesen, han sido, el uno, ocupado temporalmente por la aduana en Fernandina, registrado el otro por el inspector federal en Savannah, y el otro, —un barco de 800 toneladas y muy largo andar, con la contrata de transportar de un lugar cualquiera á cualquiera de las Antillas á cualquier lugar de cualquiera otra de ellas 200 trabajadores con sus instrumentos y ferreteria,— cancelado ya acaso, según dicen los diarios, por falta de empleo.

El "Lagonda" es un yacht de pocos años, rápido y veloz, que el hijo del millonario Gould tuvo arrendado durante el verano último: el "Lagonda" tenía ya á bordo, según parece, un cargamento de armas y pertrechos, y estaba á punto de zarpar, con dos pasajeros que pudieron luego salir á la luz pública de Fernandina, cuando se recibió del Departamento del Tesoro en Washington, —en virtud acaso de la carta que se dice enviada de New York, ágilmente al Departamento de Estado,— la orden de registrar y detener el buque, hallaron solo correajes y cantinas, y luego, en el río, algunas cajas de machetes y rifles.

El "Amadis," yacht menor, y muy rápido también, no llegó á salir de Savannah, ni á revelar cuál hubiese de ser su puerto y modo de salida, y luego de registrado, sin

que se le hallase nada á bordo, ha sido devuelto á sus dueños.

El "Baracoa," cuya contrata no estaba á nombre de D. E. Mantell, como las anteriores, sino de A. de Moraes, —llegó á Fernandina en los instantes de la detención del "Lagonda," y los agentes que lo contrataron —los señores N. Borden & Co., comerciantes prominentes del lugar,— parecen haber cancelado su contrata.

El cargamento que se halló almacenado, sin violación de ley alguna, ha sido, como medida preventiva, ocupado por el Fiscal Federal del Distrito en los mismos almacenes. Los periódicos anuncian que el Fiscal Federal opina que no hubo razón suficiente para ocupar el "Lagonda," ni la hay para detener el resto del cargamento almacenado. Y anuncian más que los señores N. Borden & Co. publican su determinación de pedir daños y perjuicios por la detención ilegal del "Lagonda," y demandan el inmediato desembargo de sus almacenes. Así dice el "World" de New York: "El "Amadis," y el "Baracoa" han sido ya devueltos; el "Lagonda" lo será probablemente dentro de veinticuatro horas: hay probabilidad de que la aduana de Fernandina se vea compelida mañana á desembargar los artículos que tienen en su poder. Esto significa que el Inspector Federal y el Colector de la Aduana deberán retirar sus representantes de los almacenes de N. Borden & Co.

Los periódicos todos aseguran que, por origen que no revelan, y que sin duda es conocido, los dueños de los dos primeros vapores tuvieron noticia de su probable objeto desde los primeros días de la contrata.

Dos pasajeros solo iban á bordo del "Lagonda": un John Mantell, y un anciano Miranda. Es notable tal vez que, á pesar de haber sido asesinado en su origen un plan que —por cuanto se puede juzgar— debió ser vasto, no haya padecido persona alguna, en virtud de él, ni se haya sorprendido, vivo, alguna, ni se pierda acaso el acortamiento, aun después de embarcado.

Y del destino de los tres vapores de guerra, unos dicen que era para el Golfo de Venezuela, otros que iba para Centro-América, otros que para Colombia, —otros dicen que era para Cuba.

Y si hubiera sido, suponiendo que ese esfuerzo hubiera sido para Cuba, la isla juzgaría por el qué servilores de ley y Patria sabe con qué bravura, y con qué resurrección, respondería á este quebrantamiento por el invencible corazón cubano!

Patria (New York)

19 enero 1895, 1

CLUBS REVOLUCIONARIOS

Cayo Hueso.

Unión y Libertad.
Martir de San Lorenzo.
Carlos Manuel de Céspedes.
Luz de Yara.
Cabaniguán.
Guásimas de Imaguayú.
José Francisco Llanusa.
Occidente.
Juan Millares, n.º 1.
Patria y Libertad.
Liga Patriótica Cubana.
Partido Centro.
Francisco V. Aguilera.
Hatukey.
Vaguanomas intransigentes.
Pedro Figueredo.
Cecilio González.
Key West.
Donato Marmol.
Cayo Hueso.
Thomas Jordan.
Santiago de las Vegas.
Luz y Yara.
Modesto Díaz, n.º 1.
Agustín Tania Kuma.
Lambton Lorraine.
Tte. Cor. Juan Manson, n.º 2.
Jesús del Sol, n.º 2.
Vanguardia de S. Sánchez.
Juan Miyares, n.º 2.
Gaspar Agüero.
Brig. José González Guerra.
Rifleros de la Habana, n.º 1.
Rifleros de las Villas.
Modesto Díaz, n.º 2.
Donato Marmol, n.º 2.
Sebastián Amabilio y Correa.
Ayudantes de la Patria.
Los Treintitres de Goletería.
Rifleros de Máximo Gómez.
General Francisco Villamil.
Coronel J. M. Párraga.
Ramón T. Bonachera.
Caballería Camagüeyana.
Jimaguayú n.º 2.
José R. Estrada.
Guáimaro.
Miguel Párraga.
Rifleros de Bambeta.
Rafael Morales.
Santa María del Rosario.
Julio Grave de Peravia.
Cuba Independiente.
Fermín Salviochea.
Protectoras de la Patria.
Regimiento Enrique Reeves.
Mercedes Varona, n.º 2.
Hijas de la Libertad.
Días de Octubre.
Lorena Díaz de Marciano.
Mio Rosado.
Luis Ayestadín.
Atlanta.
Macheteros.
Boston.
Cuba y Boqueron.
Santo Domingo.
Guardones.
Costa Rica.
General Macao.
Hermanas de María Maceo.

New York.

Los Independientes.
José Martí.
Boqueron.
Pinos Nuevos.
Independientes de Cubanacán.
Mercedes Varona.
Las Dos Antillas.
Rifleros de la Habana n.º 2.
Cuerno de Ingenieros.
Querrilla de A. Maceo.
Escuela de Martí.
Martín del Castillo.
Brooklyn.
Henry Reeves, n.º 2.
Tampa.
Liga Patriótica.
Ignacio Agramonte.
Aguilera.
El Águila de Tampa.
Máximo Gómez.
Coronel Diego Dorado.
Querrilla de Relat.
Los Independientes de Tampa.
Cuba.
Obras de la Independencia.
Machete.
Salomé Hernández.
Pinos Nuevos n.º 2.
Enrique Roig.
Días de Abril.
Jacksonville.
Club Político Cubano.
Thomasville.
Gillim de Melera.
Chicago.
Tello Lanar.
Philadelphia.
Ignacio Agramonte, n.º 3.
Silverio del Prado.
Hermanas de Martí.
Liga Cubana-Americana.
Marcos Morales.
La Buena Fé.
Ocala.
Henry Reeves n.º 3.
General Jordan.
José Antonio Cortina.
Hijas de la Patria.
Leopoldo Turia.
Fermín Salviochea.
New Orleans.
Los Intransigentes.
Estandarte de Cuba.
Días de Octubre.
San Agustín.
Padre Varela.
Galveston.
Club Político 19 de Galveston.
Jamaica.
José María Heredia.
Carlos Manuel de Céspedes.
Bernabé Varona.
Oriente.
Francisco Vicente Aguilera.
José Martí, n.º 2.
México.
Aporla, n.º 1.
Máximo Gómez, n.º 2.
Protectoras del Ejército.
Ángel A. Maestre.
Narciso López.
Protesta de Baraguá.
Hijas de América.
Panamá.
Simón Bolívar.

The Charleston News & Courier

20 January 1895, 2

Parson Moore as Close as a Clam.

JACKSONVILLE, FLA., January 19.—The yacht *Lagonda*, with her owner, the Rev W. L. Moore, arrived in Jacksonville this morning after being released by the United States authorities at Fernandina. The owner absolutely refuses to talk upon the recent detention of his vessel or her future movements. She is now anchored in St John's River, off Washington street, this city.

20 January 1895, 1

LA GONDA AT JACKSONVILLE.**Her Owner Refuses to Talk About Her Recent Seizure.**

Jacksonville, Fla., Jan. 19.—The steam yacht La Gonda, which was released yesterday from the custody of the United States customs officials at Fernandina, arrived here this morning with her owner, Rev. W. L. Moore of New York, on board. She is tied up at Clark's wharf taking on stores and coal, but her owner will not disclose her destination, or say anything about her future movements. She will probably return to New York to-morrow.

The fifteen cases of cavalry accoutrements found on board of the La Gonda last Saturday have all been returned to N. B. Borden of Fernandina to whom they were consigned and he will hold them, together with the balance of 10 cases of arms and munitions of war, until the legal owners order the goods shipped somewhere else.

The business connected with the chartering of the yacht has been amicably adjusted between Messrs. Borden and Moore.

Crowds of people visited the yacht as she lay at the pier this afternoon.

20 January 1895, 8

HE WILL GO TO NEW YORK.

The Amadis Will Leave Savannah for the North Within a Day or Two.

Capt. Weed of the yacht Amadis, which has had rather a historic record since her arrival here, heard from her owner G. H. Kimball of Cleveland, Ohio, yesterday, and is making arrangements to go back to New York the first of this week, and from that port he will return to Boston. He has decided not to make the trip to Fernandina for the purpose of finding N. B. Borden, who chartered the yacht, though he would like to get the money due those members of his crew who were employed by the charterers of the yacht.

21 January 1895, 8

IMPORTANT CASES.

**U. S. District Attorney Clark Gone
to New Orleans.**

Hon. Frank Clark, United States district attorney for the southern district of Florida, left yesterday for New Orleans. Mr. Clark will represent the government before the United States circuit court of appeals in all cases arising in this district and appealed to that court.

The most important cases to come up this week will be those of the party of Cubans arrested in Key West for violating the contract labor law and released by the United States circuit court on a writ of habeas corpus.

The district attorney held that, as the Cubans had been arrested by order of the secretary of the treasury and ordered deported, the court could not legally inquire into the case. The court decided differently and the men were all released. If the court of appeals sustains the decision of the lower court, then nothing more can be done in regard to the matter; but, if the decision is reversed, the Cubans will have to return to their native isle.

Another important matter, in which Mr. Clark will represent the government, will be the case against the owners of the Spanish fishing smacks captured last summer, near Ancote, by the revenue cutter McLane. They were charged with violating the customs laws and fined heavily in the United States court at Tampa. The cases were carried up to the court of appeals and will be argued this week.

21 January 1895, 5

BARACOA BACK IN NEW YORK.

~~Capt. Clausen~~ Believes the Filibusters Had
Designs on Either Venezuela or
Hayti.

The steamer Baracoa, which was to have been the troopship of D. E. Mantell's disorganized navy, arrived yesterday from Fernandina. Capt. Clausen, her master, was apparently mighty glad to get her after his uncomfortable experience in the Florida port. He had no hesitation in expressing his opinion of the original characters of the vessels.

He said that N. B. Borden, agent for the mysterious charterers, paid \$2,750 for the month, and for the coal aboard, and that when the expedition collapsed Borden got back about \$300.

When Capt. Clausen arrived at Fernandina he became suspicious and wired the charterer, A. de Moraes, at Tampa, for orders. The telegraph company sent back word that no such person could be found. Then the Captain informed Borden that no cargo could be put aboard unless the master was first allowed to inspect it. Mr. Borden grew alarmed, and offered to cancel the charter.

The Captain believes the Baracoa was intended to take off 300 men now supposed to be on some island in the Gulf of Mexico. The Lagonda, he thinks, was to have been the flagship, and the Amadis, a sort of torpedo cruiser. His information leads him to believe the destination of the fleet was either Venezuela or Hayti.

THE FLORIDA TIMES-UNION
JACKSONVILLE, FLA.

22 January 1895, 4

SOCIAL.

G. L. Baltzell, collector of the port of Fernandina, is in the city, called here by the illness of his father-in-law, George S. Wilson.

23 January 1895, 8

N. B. BORDEN IN TOWN.

His Friends Have a Great Time With Him.

N. B. Borden, of Fernandina, was in the city yesterday and took good-naturedly the chaff thrown at him by his friends who dubbed him "alibusterer" and pointed him out to others as the gentleman of Fernandina who had been heralded all over the country because of his "alleged" connection with an "alleged" alibustering expedition to Cuba.

"Have you really resigned the Spanish vice-consulship?" asked a Times-Union man.

"Yes; practically I have resigned. Senors Narvisso Perer Petinto, consul of Spain, at Savannah, and Senor Rosendo Teras, of Brunswick, called on me a day or two ago relative to this affair. I told them they could accept my statement or my resignation. I gave them both. They have not formally accepted the resignation."

"But that doesn't worry Mr. Borden in the least," facetiously remarked one of the gentleman's friends. He is vice-consul for four other countries—in fact, a Pooh Bah in the vice consul line—and a little thing like one of them makes no difference to him."

"The visit of these two gentlemen to me," continued Mr. Borden, who enjoyed the joke, "was due to the impression that I was mixed up in an affair to aid Cuba against Spanish authority."

"And you were not?"

The gentleman smiled benignly in reply. He would go no further than to joke in a general way.

"How about those guns?"

"They are still there."

"You are going to give them to the state militia?"

"I have not fully decided."

Then came numerous requests for a gun from the group of friends.

"Did you make \$6,000 clear out of the affair and the guns to boot?"

"Who gave it away?"

"When is the next expedition going to start?" and such other questions were fired in at short range, but the only reply was that smile that came sparkling through a pair of gold-rimmed spectacles.

24 January 1895, 2

BAD FOR BROKER BORDEN

THE OWNER OF THE YACHT, AMADIS TO SUE HIM.

AT LEAST THAT'S THE RUMOR CURRENT IN FERNANDINA.

IT IS SAID BREACH OF CONTRACT WILL BE ALLEGED.

The Suit May Bring Out the Entire Filibustering Story.

FERNANDINA, Fla., January 23.—Nearly every day brings out some new development or new complication in the Lagonda-Barucoa-Amadis-Borden matter, and the case promises no end of litigation and entanglement.

On top of the withdrawal of N. B. Borden's commission as vice-consul for Spain at this port comes the announcement today that Mr. Kimball, of Cleveland, O., the owner of the yacht Amadis, will bring suit against Borden and his principals for breach of contract and violation of the conditions of the charter, and claim heavy damages.

It is an open secret here that Mr. Kimball wrote to a leading citizen of Fernandina, some days ago, asking him to recommend to him some good attorney here or firm of attorneys to whom he might entrust the prosecution of an important case growing out of the charter of the yacht Amadis. It is understood that the firm of Drew & Baker was recommended to Mr. Kimball and that subsequently

he learned somehow that this firm was acting for N. B. Borden in the complications arising from the alleged filibustering case, whereupon he telegraphed here that this circumstance ruled this firm out and that he should be obliged to ask for another recommendation. Who was suggested to him in response to this telegram could not be learned tonight. But, of course, the name of the attorney and the grounds for the suit in all its details will be known as soon as the first papers in the case are filed in court. Presumably—Mr. Kimball being a non-resident—the suit will be brought in the United States district court at Jacksonville.

In this connection it is suggested that Mr. Borden will, in all probability, throw all the responsibility for the breach of contract upon his principals—and this will smoke out the responsible parties in the promotion of the filibustering scheme. It is possible, however, that these people may furnish Mr. Borden with all the money necessary to fight the case, so as to keep themselves under cover, or that they may pay the damages claimed by Kimball without permitting the case to go into court. From an outsider's standpoint it looks as if Kimball had a dead-open-and-shut case—for his suit must compel a disclosure of the whole affair or else the payment of hush money by the principals in it.

District Attorney Clark, of Jacksonville, is said to be working up a libel case against the arms, accoutrements and ammunition now under seizure by the customs authorities here, despite the fact that the decision of Judge Ross, in the Itata case, appears to relieve Broker Borden from all responsibility to the United States government in the matter. Of course Collector Hattwell very properly conferred with the district attorney in this case, and it is said to be wholly in the latter's hands at the present time.

The value of these military goods is variously estimated—some placing it at about \$25,000 and others as high as \$40,000. The lowest figure given by anyone at all conversant with stores of this character is \$23,000. If a libel could be established by due process of law and the goods be declared forfeited to the United States, there would be a mighty good thing in it for more than one person in the case. But the general opinion here is that sooner or later the government will order the seized goods returned to Broker Borden as the agent of the owners.

24 January 1895, 2

BORDEN BOUNCED.**Six Other Foreign Governments Apt to Follow Spain's Lead.**

Fernandina, Fla., Jan. 23.—Senor Petri-
ento, consul general of Spain at Savan-
nah, acting under instructions of the
Spanish minister, yesterday relieved N.
B. Borden of his commission as vice
consul of Spain at Fernandina. Mr. Bor-
den has been vice consul here for seven
foreign governments, most of which have
extensive commercial interests in the
West Indies, Bermudas and Bahamas,
and in portions of Central and South
America. There is a report current that
all the other governments which Mr.
Borden represents will follow the lead
of Spain, and dismiss him from their
service. Consul General Petliento and
Vice Consul Torreas of Brunswick, Ga.,
will remain here a week or more, and
will make a thorough investigation of
the Mantell filibustering enterprise. Mr.
Borden declines to discuss the matter.

Patria (New York)

24 Noviembre 1894, 1

BASES

del Partido Revolucionario Cubano,
propuestas por encargo de la emigración de
Cayo Hueso y aprobadas por las demás
emigraciones.

Artículo 1.º El Partido Revolucionario Cubano se constituye para lograr, con los esfuerzos reunidos de todos los hombres de buena voluntad, la independencia absoluta de la Isla de Cuba, y fomentar y auxiliar la de Puerto Rico.

Art. 2.º El Partido Revolucionario Cubano no tiene por objeto precipitar inconsideradamente la guerra en Cuba, ni lanzar á todo costa al país á un movimiento mal dispuesto y discordante, sino ordenar, de acuerdo con cuantos elementos vivos y honrados se le unan, una guerra generosa y breve encaminada á asegurar, en la paz y el trabajo la felicidad de los habitantes de la Isla.

Art. 3.º El Partido Revolucionario Cubano reunirá los elementos de revolución hoy existentes y allegará, sin compromisos locales, con pueblo ó hombre alguno, cuantos elementos nuevos pueda, á fin de fundar en Cuba por una guerra de espíritu y método republicanos, una Nación capaz de asegurar la dicha felicidad de sus hijos y de cumplir, en la vida histórica del continente, los deberes difíciles que su situación geográfica le señala.

Art. 4.º El Partido Revolucionario Cubano no se propone perpetuar en la República Cubana, con formas nuevas ó con alteraciones más aparentes que esenciales, el espíritu autoritario y la composición burocrática de la colonia, sino fundar en el ejercicio franco y cordial de las capacidades legítimas del hombre, un pueblo nuevo y de sincera democracia, capaz de vencer, por el orden del trabajo real y el equilibrio de las fuerzas sociales, los peligros de la libertad repentina en una sociedad compuesta para la esclavitud.

Art. 5.º El Partido Revolucionario Cubano no tiene por objeto llevar á Cuba una agrupación victoriosa que considere la Isla como su presa y dominio, sino preparar, con cuantos medios eficaces le permita la libertad del extranjero, la guerra que se ha de hacer para el decoro y bien de todos los cubanos, y entregar á todo el país la patria libre.

Art. 6.º El Partido Revolucionario Cubano se establece para fundar la patria una, cordial y sagaz, que desde sus trabajos de preparación, y en cada uno de ellos, vaya disponiéndose para salvarse de los peligros internos y externos que la amenazan, y sustituir al desorden económico en que agoniza, un sistema de Hacienda pública que abra el país inmediatamente á la actividad diversa de sus habitantes.

Art. 7.º El Partido Revolucionario Cubano cuidará de no atraerse, con hecho ó declaración alguna indiscreta, durante su propaganda, la malevolencia ó suspicacia de los pueblos con quienes la prudencia ó el afecto aconseja ó impone el mantenimiento de relaciones cordiales.

Art. 8.º El Partido Revolucionario Cubano tiene por propósitos concretos los siguientes:

I. Unir en un esfuerzo continuo y común la acción de todos los cubanos residentes en el extranjero.

II. Fomentar relaciones sinceras entre los factores históricos y políticos de dentro y fuera de la Isla que puedan contribuir al triunfo rápido de la guerra y á la mayor fuerza y eficacia de las instituciones que después de ella se funden y deben y en germen en ella.

III. Procurar en Cuba el conocimiento del espíritu y los métodos de la revolución, y congregar á los habitantes de la Isla en un ánimo favorable á su victoria, por medios que no pongan innecesariamente en riesgo las vidas cubanas.

IV. Allegar fondos de acción para la realización de su programa, á la vez que abrir recursos continuos y numerosos para la guerra.

V. Establecer discretamente con los pueblos amigos relaciones que tiendan á acelerar, con la menor sangre y sacrificios posibles, el éxito de la guerra y la nueva República indispensable al equilibrio americano.

Art. 9.º El Partido Revolucionario Cubano se regirá conforme á los Estatutos secretos que acuerden las organizaciones que lo fundan.

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Cayo Hueso. 62

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Unión y Libertad.
Martín de San Lorenzo.
Carlos Manuel de Céspedes.
Luis de Yara.
Calvaniguan.
Guásimas de Jimaguayú.
José Francisco Lamadrid.
Occidente.
Juan Millares, nº 1.
Patria y Libertad.
Liga Patriótica Cubana.
Perico Cestero.
Francisco V. Aguilera.
Hatuey.
Yaguajaymas Intransigentes.
Pedro Figueroa.
Cecilio Gonzales.
Key West.
Donato Marmol.
Cayo Hueso.
Thomas Jordan.
Santiago de las Vegas.
Lares y Yara.
Modesto Diaz, nº 1.
Agustín Santa Rosa.
Lanlon Lorraine.
Tte. Cor. Juan Manson, nº 2.
Jesús del Sol, nº 2.
Vanguardia de S. Sánchez.
Juan Miyares, nº 2.
Gaspar Agüero.
Brig. José González Guerra.
Riferos de la Habana nº 1.
Riferos de las Villas.
Modesto Diaz, nº 2.
Donato Marmol, nº 2.
Sebastián Agnabile y Correa.
Ayudantes de la Patria.
Los Treintitres de Golconda.
Riferos de Máximo Gómez.
General Francisco Villamil.
Coronel J. M. Párraga.
Ramón L. Bonachea.
Caballería Camagüeyana.
Jimaguayú nº 2.
José R. Estrada.
Guáimaro.
Miguel Párraga.
Riferos de Bembeta.
Rafael Morales.
Santa María del Rosario.
Julio Grave de Peralta.
Cuba Independiente.
Fermín Salvochea.
Protección de la Patria.
Regimiento Enrique Reeves.
Mercedes Varona nº 2.
Hijas de la Libertad.
Días de Octubre.
Lorenza Diaz de Marciano.
Pío Rosado.
Luis Ayestarán.
Atenas.
Macheteros.
Boston.
Cuba y Borinquen.
Santo Domingo.
Quarunex.

Los Independientes.
José Martí.
Borinquen.
Pinos Nuevos.
Independientes de Cubanacán.
Mercedes Varona.
Las Dos Antillas.
Riferos de la Habana nº 2.
Cuerno de Ingenieros.
Guerrilla de A. Macedo.
Escuela de Martí.
Brooklyn.
Henry Reeves, nº 2.
Tampa. 15
Liga Patriótica.
Ignacio Agramonte.
Aguilera.
El Aguila de Tampa.
Máximo Gómez.
Coronel Diego Dorado.
Guerrilla de Roloff.
Los Independientes de Tampa.
Cuba.
Obreros de la Independencia.
Máximo.
Salomé Hernández.
Pinos Nuevos nº 2.
Enrique Roloff.
Días de Abril.
Jacksonville.
Club Político Cubano.
Thomasville.
Güira de Meina.
Chicago.
Tello Lamar.
Philadelphia. 6
Ignacio Agramonte, nº 3.
Silverio del Prado.
Hermanas de Martí.
Liga Cubana-Americana.
Marcos Morales.
La Buena Fé.
Oedip. 2
Henry Reeves nº 3.
General Jonán.
José Antonio Cortáez.
Hijas de la Patria.
Leopoldo Turia.
Fermín Salvochea.
New Orleans.
Los Intransigentes.
Estandarte de Cuba.
Días de Octubre.
San Agustín.
Padre Varela.
Gainesville.
Club Político de Gainesville.
Jamaica. 6
José María Heredia.
Carlos Manuel de Céspedes.
Bernabé Varona.
Oriente.
Francisco Vicente Aguilera.
José Martí, nº 2.
México. 7
Aponte, nº 1.
Máximo Gómez, nº 2.
Protección del Ejército.
Angel A. Maestre.
Narciso López.
Protesta de Burquid.
Hijas de América.
Panamá.
Simón Bolívar.

25 January 1895, 3

REMOVED BY SENOR PETINTO.**He Appointed a New Consular Agent
in Place of N. B. Borden.**

Senor Narciso Perez-Petinto, the Spanish consul at Savannah, has returned from Fernandina, where he went in accordance with an appointment from the Spanish minister at Washington, directing him to look into the reported conspiracy of which it was charged that N. B. Borden of that place was the agent, and he was given power to remove Borden as the consular agent of the Spanish government at that port.

Senor Petinto went to Brunswick last Sunday, and when there he requested Senor Rosenda Torras, the Spanish vice consul at that port to accompany him to Fernandina as an interpreter. These two Spanish officials were in Fernandina Tuesday, and Senor Petinto's first act on arriving there was to relieve N. B. Borden of his commission as vice consul of the Spanish government at that port.

Borden submitted gracefully, Senor Petinto says, and appeared very little concerned about the matter. Borden has been vice-consul or consular agent for five governments. They were Spain, Norway and Sweden, Brazil, England and Uruguay. He now represents only four of them, and as they all have extensive commerce in the West Indies, where it was supposed the Lagonda, with her cargo of arms, was going, it is rumored that some or all of the others will also take action in the matter, and probably appoint his successor. The only other consular agent at Fernandina was T. C. Borden, a brother of N. B. Borden.

Senor Petinto, after removing Borden, appointed R. S. Schuyler of Fernandina consular agent of the Spanish government at that port, and so notified the collector of customs there, stating that this had been done by order of the Spanish government. Senor Petinto made some searching inquiries as to what Borden had intended to do with the yachts he had chartered, and which it seems, he attempted to load with arms. He was unable to learn anything definite, however, and so far as Borden was concerned, he refused absolutely to discuss the matter with him. Senor Petinto will report to the Spanish minister at Washington and to the government at Madrid the action he has taken in removing Borden, and appointing Schuyler in his stead.

THE FLORIDA TIMES-UNION
JACKSONVILLE, FLA.

25 January 1895, 4

SOCIAL.

G. L. Baltzell, collector of the port of
Fernandina, is in the city.

26 January 1895, 5

BORDEN AND HIS GUNS.

These Weapons Are Released by Uncle Sam, but May be Attached.

In speaking, yesterday, of the Lagonda alleged filibustering expedition, and the large number of rifles and other arms and ammunition, discovered in the warehouse of N. B. Borden, at Fernandina, District Attorney Clark said that nothing more would be done by the government in regard to the affair, as he had instructed Collector Baltzell to release everything now held by him in connection with the affair and that Mr. Borden could do what he pleased with the articles. He also said that nothing could be done with the arms jettisoned by the yacht Lagonda, and found by other parties in the river. Inspector Anderson, who has taken possession of some of these last mentioned arms, will have to return them to the parties he took them from.

It is also possible that these same parties may be prosecuted in the United States court for not turning into the registry of the court the jettisoned articles on which they can only claim salvage.

The most interesting feature of the case is likely to occur today, when the attorneys for the owner of the yacht Amadis apply to the clerk of the United States court for writs of attachment on the arms and ammunition in N. B. Borden's possession on a claim for damages for violation of contract on the charter. If the papers are filed today the United States marshal will go to Fernandina and serve the writ of attachment and place a deputy in charge of the articles until the case is settled.

26 January 1895, 5

ARMS OF THE LA GONDA.

**The United States District Attorney
Orders Their Release.**

Jacksonville, Fla., Jan. 25.—United States District Attorney Clark has ordered the release of all the arms and ammunition found by Government Inspector Anderson in N. B. Borden's warehouse at Fernandina, and supposed to have been intended for the Cuban revolutionists. All of the arms jettisoned from the yacht La Gonda and taken by Inspector Anderson from the parties finding them have been ordered returned.

Cooper & Cooper of this city, attorneys for the owner of the yacht Amadis, will to-morrow file with the clerk of the United States court a suit against Mr. Borden, who chartered the yacht at the same time he chartered the La Gonda. The suit is for damages for violation of contract, and writs of attachment against the arms in Mr. Borden's warehouse will be served to-morrow by the United States marshal. The arms were to have been shipped on the La Gonda and Amadis.

Patria (New York)

26 Enero 1895, 1

Las Noticias en Cuba Y LA IMPRESION de los ESPAÑOLES de la ISLA.

Ni azuzar, ni exagerar, ni mover la curiosidad pública á costa acaso de mayor servicio es el deber de PATRIA, ni fué nunca su costumbre, sino adelantar en silencio seguro la obra real, aunque no la sintieran bullir bajo la tierra, y aun la negaran sin razón, los que no entienden, desde el engaño de la superficie, que el deber primero de los servidores de la patria es deponer ante su interés real la tentación de ir denunciando el servicio hecho, ó descubriendo, con culpa verdadera, por la esperanza imprudente de levantar las almas á esfuerzo mas pingüe, y al precio de la publicidad demasiado costoso, ó por la nimia satisfacción de acallar una injusta censura. Esta vez, como antes, PATRIA calla, fuera de las noticias al por debidas, sobre los múltiples comentarios que en el Norte aún se hacen sobre las tres expediciones de Fernandina—buenas guardias, en verdad, cuando después de un día en la traza y de más temerarias hueras, á la altura de ellos salvar y mantener, en todas las cosas con grande y natural que la revelación súbita de fumazo estacion ha causado entre los cubanos y españoles de la Isla, que parecen creer que los vapores desbandados tenían por destino á Cuba. Si tal fuese, qué corazón patido no sería allí confortado? ¿qué harán luego con la tierra en armas, los que esto han podido hacer, con la tierra desconfiada y dudosa? Si á eso se ha ido en dos años de empuje, ¿á dónde se irá, con más años, y el respeto de lo hecho, por sobre toda especie de ceguera y maldad, en los primeros años? Y así seguirá, pensando sobre el suceso real é innegable, la isla revuelta y ansiosa. Qué fueran, y para dónde, las tres expediciones, de seguro que se sabrá al fin, y quién las asesinó, en su seguro tan firme que ni la curiosidad ni la maldad lo han podido romper aún, después de un mes de luz. Pero el ánimo público se ha agitado notablemente en Cuba: y no sin cariño, ni sin respeto.—Siempre conmueve—excepto á las almas de irredimible baja, de villanía esencial é indecible—el sacrificio de los hombres dispuestos á morir por sus conciudadanos. Siempre conmueve,—salvo á las almas de irredimible baja.

Pero si nada es lícito á PATRIA aventurar sobre el destino y composición de las tres expediciones, si le es grato, y aun de deber,—por cuanto confirma sus previsiones y esperanzas,—poner al pie de estas líneas, como nota principal, los párrafos de un artículo de *La Lucha* de la Habana, donde, con afortunada perspicacia, se llama la atención pública sobre la ausencia de enemistad y encono, sobre la sin-

gular calma, acaso sobre la tácil simpatía con que los españoles de Cuba han recibido la noticia de las expediciones.—Y tendrían razón, si esas expediciones hubieran sido para Cuba. Los cubanos no hicieron antes—ni harán ahora,—la guerra contra los españoles. Los españoles trabajadores, y arraigados por el cariño ó la fortuna en el país, cometieron un grande error en ensangrentar y odiar, con persecución inleal, el país, adonde adquieren un grado de bienestar y de dicha que en España no gozaron nunca, ni podrían adquirir.—cometieron grande error los españoles de familia ó fortuna en pelear con odio contra la patria de sus hijos, culpables solo de haber crecido, en trabajo y en honor, por encima de la patria perezosa y descompuesta de sus padres.—Aquella vez, los monopolios españoles, sorprendidos en la Isla con toda su riqueza, arrastraron, con la falsa predicación de un patriotismo inhumano, á las masas de españoles, arrogantes por naturaleza, y temerosos de perder el bienestar que bajo el gobierno de España pierden de veras, y sólo, conservarán cuando la isla, próspera y sin tra, se abra, sin sus cargas de hoy, al trabajo libre y al comercio del mundo. Esta vez, los monopolios españoles son conocidos y odiados por los españoles que antes los obedecieron y sirvieron ciegamente.—Esta vez, la revolución no es, ni lo fué antes, de cubanos contra españoles:—sino de los cubanos y de los españoles contra el gobierno incapaz é incurable de España.—Adelante, pues, cubanos y españoles!

Dice así *La Lucha*:

«Los elementos más dispuestos entre nosotros á impresionarse profundamente por cualquier proyecto que tienda á amenazar la soberanía de España en estas tierras, los que ante todo y sobre todo pregonan su amor á la nacionalidad, esta vez no se han inostrado alarmados ni han revelado ninguna susceptibilidad, como si por la acción del tiempo y otras causas se hubiera ido apagando lo que, en su arder patriótico, consideraban fuego sacratísimo. Parece que la eventualidad de ciertos sucesos que antano inflamaban todas las imaginaciones y encendían todos los corazones, no produce ahora aquellas explosiones morales tan aplaudidas por algunos. Parece que se está decidido á considerar tranquilamente todos los problemas como para resolverlos á la luz de la reflexión, que pesa el pro y el contra de todas las cuestiones, y de ningún modo bajo las inspiraciones arrebatadas de la pasión encendida.

Actitud igual parece observarse en los elementos radicales que siempre han odiado en buscar fuera de la nacionalidad la solución para el problema colonial. El estremecimiento eléctrico que antes produjera en ellos cualquier acto revolucionario, no se ha producido en esta ocasión.»

26 Enero 1895, 1

DE lo que en Cuba se haga por la guerra, PATRIA nada cumple decir su deber ha sido conocer la verdad, y prepararse a las consecuencias de ella. A lo que se hace por la suya perfidia no ha de ver el fructuoso observado sino á lo que hierve en las entrañas. A las entrañas ha ido PATRIA, y sabe que Cuba desea su emancipación, se siente con capacidad de pueblo y no teme á pelear en condiciones sensatas, por ellas. Ni aventuras menores, ni miedo á la suprema aventura. Nada tiene, pues, PATRIA que decir sobre un corto número de armas sorprendido en Cuba, en Matanzas, en una cueva. *La Lucha* lo dice, y PATRIA, que desde hace tres años viene afirmando la disposición del país á su guerra final, breve y generosa, cree bien copiar aquí lo que dice *La Lucha*, que es así:

"Desde anoche estamos buscando que se habían encontrado algunas armas en una finca de la provincia de Matanzas y esperábamos su confirmación."

Ayer, por la mañana, obedeciendo las instrucciones dadas, según parece, por el jefe de policía señor Taglieri, salió de esta capital para Alfonso XII el Inspector del segundo distrito, señor Trujillo y Monagas.

Pocos momentos después salieron de la población, á caballo, los señores Trujillo y García, seguidos de cuatro guardias civiles de caballería.

El "Potrero de Segundo" dista de la población una legua larga.

Según se dice, el señor Trujillo y el señor García Rojo registraron infinidad de cosas en dicho potrero, y en una de ellas, cubierta con maleza y piedras, aparecieron unos sacos y dentro de ellos, perfectamente acomodados, 40, más o 6,000 cápsulas, unas 30 cartuchetas, varias banderolas, varios machetes, algunas insignias militares de clases, oficiales y jefes, un banderín tricolor igual a la enarbolado en la pasada guerra separatista y varias herramientas, como boladores de clavos, taladros, llaves, alicates, limas, argollas, propias para levantar rápidamente los rails de los ferrocarriles y cortar las líneas telegráficas.

También había dos alforjás, tres hamacas, 13 estrellas de color azul, presillas con estrellas de cinco puntas, alambre, portamosquetones para rifles, un porta-estandarte, una cruz para bandera, una cortina encarnada y varios objetos más de poca importancia.

Como se ignora por completo quien depositó
la nueva caja objeto y por lo tanto no ha
sido ahora posible detenerlo.

cerca del destajo que pagados cosecho a todo el mundo, parece por las maquinas y herramientas, por estaban dedicados los rifles, municiones y otras cosas a la formación de alguna pequeña fuerza revolucionaria.

...o aña quien sospeche que el depositario de los armamentos era Manuel García, al que se le atribuye el propósito de declarar la guerra en el momento que lo estime oportuno.

El servicio prestado por el señor García Rojo y el señor Trujillo Monagas, que obedecían órdenes del señor Paglieri, tiene la importancia de retardar, o por lo menos aplazar, los proyectos de una pequeña intentona."

Patria (New York)

26 Enero 1895, 2

UNOS CUBANOS Y OTROS

Hay que se cruzan de brazos ante el deshonor y la ruina, y aun se sientan con ellos á la mesa, por lo gustoso de vivir, antes que salir por lo áspero del mundo á buscar remedio á la ruina y al deshonor. A los unos la patria los llamará siempre cómplices. A los otros los llamará siempre, padres. ¿Qué importa la tristeza de sus vidas, ni la soledad de sus tumbas? Hágase la levadura, aunque no se sepa quien va á comer del pan que se alce con ella. De la semilla, oscura y triunfante, se renueva y se mantiene el mundo.— Llamamos ahora un libro real y de él sacamos estos conglones útiles:

"No somos nosotros de aquellos que temen la libre investigación: y sinceramente creemos que es nuestra fé más elevada que la suya, por que nuestra fé, creyendo más cuerdo y viril luchar con las dificultades que evitarlas, se satisface con batallar y padecer, sin duda alguna sobre el resultado final del combate, y contenta sin embargo de arriesgarlo todo en el servicio de la verdad."

20 January 1895, 8

MADE REV. MR. MOORE MAD

SAYS HE'S BEEN MISREPRESENTED
TO EXTENT OF CRIMINAL LIBEL

DIDN'T KNOW WHAT BORDEN
WANTED WITH HIS YACHT.

CUBANS SAY REVOLUTION WILL NOT
BE UNTIL '07.

The Success of Such an Undertaking
Needs the U. S. Moral Support.

The steam yacht Lagonda arrived in port yesterday morning, and as she dropped anchor at the foot of Washington street, the booming of a cannon attracted considerable attention.

Two minutes later a boat put off from her side and in it was seated Rev. W. L. Moore, the owner of the yacht. He landed at the boat-yard and walked up Bay street, while the boat at once returned to the yacht. The Lagonda is the yacht that was supposed to have been chartered to take arms and ammunition to the Cuban revolutionists, and which has been detained for the past week by Collector Baltzell, of the Port of Fernandina.

The government officials, after thoroughly investigating the matter, have decided that no law has been violated and the yacht has been released.

Mr. Moore Interviewed.

The experience of a Times-Union reporter, yesterday afternoon, with that famous yacht, the Lagonda, and her owner, the Rev. W. L. Moore, of New York, was somewhat peculiar and altogether agreeable. Upon her arrival here from Fernandina, the Lagonda dropped anchor in the stream off the foot of Washington street and discharged a gun—and her owner, later in the day the long, low-lying black craft, with her pennants stiffened smartly in the breeze, steamed slowly into the dock that adorns the rear of John Clark, Son & Co.'s warehouse.

It was about this time that the newspaper men began to find something highly interesting in the immediate vicinity of Bay and Newnan streets; and the suspected steamer had hardly made fast to the wharf before she was boarded by a rash enthusiast, who is said to have been received in a manner that sent his pocket thermometer down to zero.

This rumor, by some inscrutable mental process, sent the Times-Union representative back to the Carleton hotel, which is generally understood to be the local abiding place of the Rev. Mr. Moore while in town.

"I suppose you are looking for somebody," said the head clerk, as he carelessly toyed with his ink-stained register.

"I am," was the unassuming reply.

"Am I correct in supposing it is Mr. Moore, the owner of the Lagonda, for whom your soul thirsts? I thought so. Let me give you a pointer. He is on the yacht and she is lying off the foot of Washington street. Are you going down there?" continued the clerk. "Well, then, if you are, I wish you would be good

enough to tell Mr. Moore that there is a telegram here for him. It is one I think he is anxious to receive, and you will do him a favor by giving him the news."

Reciprocity may be the soul of trade; it is certainly the soul of modern journalism; and when the reporter reached the dock at which the Lagonda was then temporarily lying, he lost no time in informing a neat looking young man on deck that he had a special message for the owner.

At this time there were at least fifty people on the wharf, standing about, admiring the Lagonda, with her trim outlines and neat decks, with awnings spread, and polished brasses throwing back the sunlight as in a chapter from one of Clark Russell's nautical tales. Three or four shipshape looking men, in blue clothes, were standing about the shining decks; and, as the reporter propelled himself down the dock, a tall man with a grizzly beard and a soft black hat on the back of his head was disappearing down the companion way.

The young sailor the reporter had hailed ran to the cabin and called up Mr. Moore, who immediately advanced to the rail and asked what was wanted.

"I have a message for you, Mr. Moore, from the Carleton. Can I come aboard and deliver it?"

"Certainly, sir," was the courteous reply, and the thing was done.

"Mr. Moore, there is a telegram awaiting you at the Carleton, and the people there believe it is one you are anxious to see."

"I will send for it," said the owner, as he turned to one of his men to give the necessary order. This was the reporter's opportunity. The gaping crowd on the dock had drawn up close to the string-piece and were drinking in the dialogue with open mouths.

"I brought you that message, Mr. Moore," began the reporter, "in good faith; but I don't want to abuse your confidence, or board your yacht under false pretenses. Your telegram is all right—but I am a newspaper man and have come to interview you."

He Laughed.

The owner of the Lagonda laughed outright. He is a big, rather portly, good-natured looking man. He was dressed in black, but had very little of the appearance that goes with the conventional namby-pamby idea of a clergyman.

"I have no particular objection to talking," said the ministerial yachtsman, "beyond the somewhat unusual one that I have nothing in particular to say."

"What I wished, especially, to ask of you," put in the reporter, "was this—the usual indemnity clause is said to have been omitted from your charter party, and there was nothing to prevent the parties who rented the Lagonda from running her in debt and loading up liens upon her. You must have known N. U. Borden before and have had a great deal of confidence in that enterprising gentleman to give him so much latitude."

Mr. Moore looked up at his yacht and smiled. "Not at all, sir. Your statement is altogether erroneous and your inference is necessarily equally so. No such omission was made in the charter, and no such conclusion as to my acquaintance with Mr. Borden can be drawn. My contract was all right and was drawn in the usual manner."

"The entire affair must have been in the nature of a surprise to you, then."

"It was. Some of the statements made in connection with the matter have been misleading—and worse. One of your papers here—I forget its name—had a long piece that purported to be an interview—at least quotation marks were used—and represented an 'old shipmaster' as venturing his views on the matter. What," added Mr. Moore, with deep sarcasm,

"does a shipmaster know about such things—he doesn't know a keelson from a cruck. That article was altogether unfounded, and in my opinion is equivalent to criminal libel."

"Well, now that the breeze has subsided, Mr. Moore, what do you intend to do with your boat?"

"I Can't Say."

"Haven't the slightest idea?" was the indifferent reply. "I may make up my mind to move and start in five minutes. I can't say. You see I am here—the yacht is mine—my flag is flying—and I want it understood that hereafter everything about the Lagonda will be straight and above board."

When asked what use he had for the yacht, Mr. Moore replied that he kept it simply for recreation; but when interrogated as to her tonnage, he laughed and turned to Mr. Griffin for the requisite information. As a matter of fact, the Lagonda is a craft of 120.80 tons gross and 89.55 tons net. She is 125 feet long, 12.5 beam, and 10 feet deep, and was built in Brooklyn in 1884.

When the reporter left the yacht he was accompanied by one of the men on board, who proved to be a brother of Captain Griffin, who had—as he explained—taken the trip for recreation and had found it more entertaining than he had expected. He was taken to the Carleton house, where the telegram that had brought the reporter on board was handed him, and the thing was at an end.

It is understood that Mr. Moore is negotiating with certain Philadelphia parties who wish to charter the Lagonda for a cruise, and that the price asked is \$2,400 a month. This, however, is entirely unofficial and the Times-Union's informant satirically added that at that figure he would charter her for just about five minutes.

Revolution and Politics.

According to a prominent Cuban, there will be no more filibustering movements during the present democratic administration. The last statement surprised the newspaper man and excited the query:

"What have democratic administrations got to do with filibustering?"

"On the condition that my name be withheld, I'll tell you something worth publishing."

"It is agreed."

"To put it plainly, we cannot afford to undertake so bloody and so expensive a thing as a revolution without at least the moral support of this government. Cleveland, in his foreign policy, is as timid as Grant. An example of it is his attitude towards Hawaii. If we win, we want to be recognized, and recognized without hesitation—in fact, with the promptness of that American patriotism which inspired the Monroe doctrine."

"The Monroe doctrine?"

"The Monroe doctrine. In a nutshell, that doctrine is 'hands off of American republics.' We expect to make an American republic of Cuba, and, instead of 'hands off,' we want the American people to extend the right hand of fellowship to the republic of Cuba. If she does it, it's millions to America."

"Is the antipathy toward the present democratic administration likely to have any political effect in the next national campaign?"

How They'll Vote.

"Much. Cubans or Cuban-Americans—and there are thousands of them in this country—are inclined now to cast their fortunes with the republican party. There is one thing certain, and that is that the next democratic presidential candidate must define his foreign policy unequivocally and to the satisfaction of the Cuban voters of this country, or they will be found largely supporting the republican presidential nominee."

26 January 1895, 12

WAS IT REVOLUTIONIST DE COSTA?

**A Bereaved Wife and Daughter Fear Lost
the Body Taken from the North
River May Be His.**

Mrs. F. A. De Costa, a stylishly dressed woman, accompanied by her sixteen-year-old daughter, was at Police Headquarters yesterday inquiring for her husband, who disappeared several weeks ago. De Costa, who is about forty-two years old, was a Cuban revolutionist, and it is on that account that his family fear he has met with foul play.

About twenty-two years ago he was banished from the Island of Cuba, and during the interval he has travelled all over this and other countries. From Mexico, about two years ago, he returned to Cuba, where his family were still living, and he left them there on Jan. 4, coming to New York. He wrote to them only once after his arrival here, and the wife and daughter followed, reaching this city last Wednesday. No trace of him has been found.

De Costa is a man of fine appearance and commanding address. He is a member of the Spanish Club in this city and of the Cuban Society of Revolutionists. In looking over the records at Police Headquarters the Sergeant came across a memorandum of the finding of the body of a man in the North River, at the foot of Twenty-seventh street, last Tuesday morning. The police description of the man showed him to be about fifty years old; wearing a black cutaway coat, vest and trousers, black overcoat, white shirt and underwear, black tie, patent-leather shoes and kid gloves. He also wore an open-faced silver watch. The body was much decomposed, and was taken to the Morgue.

"That description tallies with that of my husband," sobbed Mrs. De Costa. "The open-faced watch belonged to my daughter here." Both women nearly fainted. They did not call at the morgue yesterday. At the Hotel Bradford, in East Eleventh street, where they are stopping, they said last night that they would go to the morgue to-day. The body referred to had been in the water about two months.

27 January 1895, 10

~~Do Costa Very Much Alive.~~

~~Mrs. F. A. De Costa was delighted yesterday to receive word that her husband, for whom she has been looking for some time, is alive and well. She had feared that the body of the man found in the North River off Twenty-street, last Tuesday, was his. Do Costa, who is travelling, read in a paper of his wife's fears and wrote to reassure her. He said that he had written, but that his letters must have miscarried.~~

THE FLORIDA TIMES-UNION
JACKSONVILLE, FLA.

30 January 1895, 8

THOSE JETTISONED ARMS.

Another Chapter in the Yacht Lagonda Affair.

United States Marshal McKay leaves to-day for Fernandina, where he will take possession of the arms which were thrown overboard from the yacht Lagonda, when she was seized by Collector of Customs G. L. Baltzell.

When seen last night by a Times-Union man, Marshall McKay said that nearly all of the arms, which had been picked up by the people residing along the river, had been delivered to Collector Baltzell and that there was no doubt that the balance of them would also be restored. There were only fifty or sixty in all.

When asked about the arms which were stored in Mr. Borden's warehouse the marshal said that, so far as he knew, the government would not take any steps towards seizing them.

It is understood that the owners of the yacht Amadis, the consort of the Lagonda, are taking steps towards levying on the arms stored in Mr. Borden's warehouse on a claim for shortage in stores.

THE FLORIDA TIMES-UNION
JACKSONVILLE, FLA.

31 January 1895, 4

PERSONAL.

Hon. Syd L. Carter, of Gainesville, is in the city.

M. J. O'Brien, general manager of the Southern Express, is in the city.

Popular Jim Burbridge, of St. Louis, is receiving his many friends at the St. James.

J. E. Ewing, representing the Financier, of New York, is in the city for a few days.

Ex-Governor Gleason, of Eau Gallie, is in the city. He has lost no faith in that favored part of Florida.

John M. Earlough, who represents the Plaza, at Rockledge, has returned from a trip to Indian river on business.

Congressman-elect Sparkman arrived in the city yesterday morning from Tallahassee and left last night for Washington.

J. C. Prince, the popular Cuba tourist agent, has just returned with a party which he escorted to Havana. The party is well pleased with their trip.

31 January 1895, 3

RETURN OF THE AMADIS TO BOSTON.

Capt. Weed Thought He Was On a Pleasure Trip—The Lagonda's Arms.

(Special to The World.)

BOSTON, Jan. 30.—The steam yacht Amadis, whose connection with the mysterious filibustering expedition of "D. E. Mantell" and D. E. Borden, of Fernandina, Fla., was so fully exploited in The World, steamed into Boston Harbor to-day, none the worse for her sensational trip to Southern waters.

Capt. Weed told The World correspondent to-night that his first knowledge of crookedness was when the revenue officers searched the yacht and told of the discovery of arms in the hold of the Lagonda. They did not find anything. "When we left Boston I thought we were bound on some pleasure trip. I don't know now that there was anything wrong."

JACKSONVILLE, Fla., Jan. 30.—United States Marshal McKay did not go to Fernandina to-day to take possession of the jettisoned arms from the yacht Lagonda, which had been packed up by various parties. Instead, he will insert an advertisement in a Fernandina newspaper warning all persons who may be in possession of any portion of the cargo to turn it over to the United States Court. Over one hundred rifles and as many swords are in the hands of the townspeople.

3 February 1895, 6

PATRIOTS ARE PREPARING

To Strike a Blow for Cuban
Independence.

CASH GIVEN FOR THE CAUSE

One Day's Wages a Week Con-
tributed by Florida Cubans.

SPAIN IS NOW VERY SUSPICIOUS

Warships at Tampa to Watch the
Patriots—Revolutionary Sec-
retary Is Also on Hand.

TAMPA, Fla., February 2.—The fact that there is an unusual activity among the Cuban revolutionary patriots, in this city, and the arrival of the Spanish man-of-war, Nueva Espana, has created great excitement among the foreign population and the Americans are not unobservant of the passing events.

Friday night, Gonzalez de Quezada, secretary of the Cuban revolutionary party in the United States, was received with the wildest enthusiasm by the Cuban element. He was met at the depot by a crowd headed by bands and was escorted to his headquarters. There was a banquet, torchlight procession and patriotic speeches. Today, in company with the executive committee, every revolutionary society in the city was visited and resolutions were passed setting aside one day's wages in each week to be used for the freedom of Cuba. He goes to Key West tonight, where a demonstration of the same sort is expected.

While this was being done by the patriots the Espana arrived, in command of Lieutenant Triana, with six guns and fully equipped for service. The officers were driven over the city today by Vice Consul G. Outlerrex and tonight they were given a grand banquet and ball at Centro Español by the Spaniards of the city. The banquet hall was profusely decorated with Spanish flags, emblems, evergreens and flowers. A number of speeches were made and were quite as enthusiastic for the success of the government as were the speeches the night before, for the independence of Cuba.

The war ship is here under sealed orders, and her officers will not talk, which is evidence that the revolutionary movement has alarmed the Spanish government and that the vessel's visit is of importance.



25 February 1895, 1

MONEY FOR REVOLUTION.

Cubans Meet Here and Contribute Funds With Which to Fight the Spanish.

An audience small in numbers but great in zeal met last night in the Hardman Hall, Fifth avenue and Nineteenth street. They were Cubans, white and black, male and female, all animated with the same hatred for Spain and ~~frantic enthusiasm for their country's liberty.~~ The meeting was addressed by several members of the "Cuban Revolutionary Party," a society whose mission is to collect money wherewith to buy arms for the Cubans to be used in their expected struggle with Spain.

The principal speaker was Gonzalo de Quesada, a young lawyer who has been addressing meetings of his countrymen in the Southern States, where he has collected over \$80,000 for the cause. De Quesada is a tall, pale Cuban, with flowing black hair and mustache. He spoke for two hours with extraordinary zeal and passion, and his vehement appeals to the patriotism of his audience were received with howls of enthusiasm. In describing his tour in the South, he said:

"When I left the train at Tampa it was raining, and the rain drops reminded me of the tears of the Cuban mothers. There was thunder, and the thunder recalled the roar of cannon. Then there was sunshine, and the sunshine was an omen of victory. In Florida every Cuban ~~countryman~~ ~~and~~ ~~not only~~ the Cubans, for thirty-five Americans in Tampa were the first to give their money for the cause of liberty. Those thirty-five Americans contributed \$1,000. Will not the Cubans of New York do as much?"

"Yes, we will!" cried the audience.

"When we rise, will you not fight?"

"Yes, yes; all of us!" cried women and men.

"Hurrah for the revolution!"

At this point the Cuban flag was waved in the back of the hall, and every one rose and shouted for fully five minutes. De Quesada ended his address with an appeal for contributions. "I will be the first," he said, flinging a roll of bills into the collection plate; "every dollar means a thousand bullets for the hearts of the Spaniards."

When the speaker sat down, exhausted from his exertions, there was a general rush for the collection plate, and the contributors fairly tumbled over each other in their eagerness to deposit their offerings. More than \$1,000 was collected, though there were scarcely one hundred persons present.



NEW YORK.

27 February 1895, 1

REVOLUTION IN CUBA.

Information that it has started in the Island—Plans of Leaders.

TAMPA, Fla., Feb. 26.—Fernando Figueredo late this afternoon received this telegram from G. Quesada, the Secretary of the Cuban revolutionary clubs in New York.

"Revolution broke out Sunday; the whole island is in arms."

The Sun correspondent called upon Mr. Figueredo, in West Tampa, and found the populace there much excited. Mr. Figueredo was a Colonel in the former revolution and a prominent legislator in the revolutionary party. His statement was:

"José Martí, leader of the party, left New York on Jan. 22 for San Domingo, where he was to meet Gen. Gomez, a Dominican General and one of the old leaders in Cuba.

The people only needed him there to take the initiatory step, and the plan was to land with a small force of leaders. The entire island is awake to the situation, the result of the zealous work of Martí for four years.

"During the former revolution the Havana and Yuelta Abajo provinces did not participate, but they have bound themselves to be the first on the field in this revolution.

"Therefore I think the first show has been made from near Matanzas. I received a letter on Sunday from one of the prominent Generals, saying that his next letter would be from the field.

The people generally are well armed. I believe that the Spaniards will not attack our forces, but will try conciliatory measures.

"I believe they will hasten Gen. Martinez Campos from Spain. It was he who made the former treaty, and his generosity made him popular with our people. But I do not think he will be successful in reconciling the Cubans now.

"This is a very serious revolution. The plans are well laid. The difference between the

former and this revolution is that now we have chiefs and soldiers. Even if we are not thoroughly equipped in arms, we know how to take them from the enemy.

"We can raise a drilled army from the start.

The policy of Martí has been such as to perfectly organize the clubs and colonies throughout the exterior so that the most harmonious and efficient work can be done in accord with those in actual battle.

"I received a telegram yesterday from New York, saying that a mass meeting was held there Sunday, and that it was enthusiastic, and large contributions were made.

"A telegram was received from Key West this afternoon inquiring about the outbreak, and I have wired them it has come."

In West Tampa a hundred revolvers were fired at 5 o'clock this afternoon. Flags are raised, and the children join in the shouting and enthusiasm. The cigarmakers are to donate two days' work to the cause.

JACKSONVILLE, Fla., Feb. 27.—The latest advices from Cuba confirm the reports of a general uprising of the patriots there.

The movement is simultaneous at several different points on the island, and the insurgents have attacked eight or ten interior towns.

At Matanzas a Spanish army officer was dangerously wounded last Sunday morning.

Gens. Martí and Gomez are at the head of the revolution. They reached the island from Vera Cruz, Mexico, on the 24th inst.

WASHINGTON, Feb. 26.—Secretary Gresham received a cablegram to-day from Consul-General Ramon Williams at Havana, announcing that a state of affairs practically amounting to martial law had been proclaimed in Cuba. It appears from the despatch that the proclamation of the Governor-General has caused great excitement throughout the island, where no general revolution exists, as it was the first notice the people had that the Government was taking action to prevent disturbances in some sections from spreading.