

THE CHILDS FIRED UPON.

Chased and Captured by the Revenue
Cutter McLane Off the Coast
of Florida After She Had
Been Forced to Heave To.

WAS AHEAD AT THE START.

Ignored Signals to Stop and Blank
Firing, Only Responding to a
Ball Dropping Astern.

WHY THE BIG TUG WAS SEIZED.

One of Her Crew Swore That She Tried
to Land Arms and Ammu-
nition in Cuba.

HER CAPTAIN CHAGRINED.

Not Responsible, He Says, for the Ugly
Rumors Which Have Gained Cur-
rency About His Vessel.

[BY TELEGRAPH TO THE HERALD.]

KEY WEST, Fla., July 21, 1895.—The usual stillness of the Sabbath was broken to-day by an episode in which the revenue cutter McLane and the George W. Childs were central figures.

As indicated in last night's despatches, the Childs was known to be ready for sea, and it was thought would leave some time during the night, but not being able to coal until this morning her departure was delayed. At noon, everything being in readiness, she blew her whistle and cast off from the wharf.

Immediately considerable activity was noticed on board the revenue cutter McLane, anchored in the stream, and which had been watching the tug during the last forty-eight hours, under instructions from Washington. It was also noticed from the volume of smoke issuing from her smokestack she, too, had steam up, and was prepared to give chase.

THE CUTTER IN PURSUIT.

As the Childs went past the cutter the latter was seen pulling up anchor, but no signals were exchanged nor was intimation given of what was to follow. The tug took the main ship channel and was over the bar when the cutter started.

By this time the report spread throughout the city that the cutter was giving chase, and crowds lined South Beach to witness the race. A strong easterly wind was blowing against the Gulf Stream, and white caps indicated high seas outside the reef, which retarded the movements of the old fashioned side wheeled cutter, and favored the tug, which could plainly be seen about five miles off shore, rapidly drawing away from her pursuer.

Captain Littlefield, commanding the McLane, realizing the situation, fired a blank shot and hoisted signals to the tug to heave to or take the consequences.

These warnings were either unnoticed or ignored.

HEAVES TO AT LAST.

Meanwhile, the Childs kept increasing the distance, when the cutter was seen to change her course so as to bring her guns to bear. The second shot was fired with ball, which, striking the water only a few yards astern of the tug, had the desired effect.

The Childs heaved to and waited for the cutter to come alongside, when she was ordered to return to port, which she did, followed by the McLane.

As they passed the cruiser Atlanta, anchored off Fort Taylor, she signalled, offering assistance, which, however, was not needed.

The Childs was tied up to the wharf and an officer from the McLane with an armed crew was placed in charge.

I saw Captain Swaine, of the tug, immediately afterward, who said he was in utter ignorance of the reason for his detention and the seizure of his vessel. He has regular clearance for New York, where the Childs is to be repaired. He says he is not responsible for the ugly reports which have been circulated about the past movements of his tug or the reputation given to her. This, he thinks, prompted the search yesterday made by customs officers and culminated in the seizure to-day.

WHY SHE WAS SEIZED.

At the Custom House, however, I learned that the Childs was seized because she had violated the customs laws. Information was lodged against her by one of the crew, recently landed in Florida. This man swore that arms and ammunition had been stored in the Childs, and that an attempt had been made to land them, but Spanish cruisers prevented it. They were then secreted on an island off the coast of Florida.

The sailor further said that the Childs' mission was now to go there and recover them.

Late this afternoon an inspector of customs was placed in charge of the tug, her captain being notified. He has incurred a fine of \$1,000 for landing passengers in violation of the passenger act.

Captain Swain said further, late to-night, that yesterday, about noon, he cleared his tug for New York, having first surrendered his register, and taken out enrolment and coasting licenses, and that shortly before leaving the assistant engineer reported to him that he saw a man offer William Lynch, who, it is reported, informed the customs authorities, some money, and he was informed by Lynch that it was \$200 to corroborate what a fireman had reported. His answer to the person was that he knew nothing and could say nothing.

The Captain sent one deck hand, shipped at this port, to find out the name of the man. He returned, stating that Lynch was then talking to the Spanish Consul.

FIGHT IN VALENZUELA.

Goule's Death Confirmed, and a Report That
Machado Was Killed.

[SPECIAL CABLE DESPATCH TO THE HERALD.]
HAVANA, Cuba, July 21, 1895.—A fight took place in Valenzuela on July 13. Goulet and Machado were killed, and Captain Ramiroz was wounded. All three were insurgents.

REBELS WERE ROUTED.

Late Reports of the Battle Near Bayamo Con-
firm the Herald's Despatches.

[BY CABLE TO THE HERALD.]

HAVANA, Cuba, July 21, 1895.—Further details have been made public of the recent battle between Manzanillo and Bayamo.

Captain General Martinez Campos left Manzanillo for Bayamo with one thousand troops. On July 13 this force was ambushed by seven thousand insurgents near Valenzuela. The Spanish forces were under the actual command of Brigadier General Santocildes, who was the military commander of the Manzanillo district.

The Spanish troops fought bravely, again and again repelling the fierce charges of the rebels. It was thought that the principal object of the attack was to capture General Campos. The troops formed a hollow square about him, thoroughly determined that he would not be taken unless it was over their dead bodies.

The battle lasted seven hours. During one of the charges General Santocildes was killed. General Campos then took command of the troops and finally succeeded in defeating the rebels.

The insurgents left five hundred dead and

wounded on the field. Among the dead were the leaders Itabi and Moncada. The government loss was seventy-two killed, including two officers, and a number of wounded.

REBELS REPULSED.

Toledo, an Insurgent Chief, Burned Houses
and Destroyed a Garrison.

[BY TELEGRAPH TO THE HERALD.]

SANTI SPIRITUS, Cuba, July 12, via TAMPA, Fla., July 21, 1895.—Rebels attempting to cut off the gas from the town of Colon were repulsed by the troops.

The revolutionary guerilla Toledo, burned five houses in the outskirts of the town of Guira, and captured and destroyed the government garrison, occupied as headquarters of the civil guards in the village of Palmas.

Toledo's band afterward raided Banao and burned a church, and later destroyed the Chinese village of La Ysava, between Banagu and San Jose. Three Chinamen were killed and all their shops sacked.

BATTLE IMMINENT.

[BY CABLE TO THE HERALD.]

MADRID, July 21, 1895.—A despatch from Havana states that General Navarro, with 2,000 men, has arrived at Bayamo and relieved Captain General Campos, who was in a critical position in that city. Colonel Aldans, with a battalion, is expected to arrive at Bayamo very shortly. A decisive battle is imminent.

ANGEL GUERRA.

Reported That He is Convalescent, Though He
May Be Crippled for Life.

[BY TELEGRAPH TO THE HERALD.]

HOLGUIN, Cuba, July 13, via TAMPA, Fla., July 21, 1895.—Private information received this morning from the rebel camps near Melones represent Angel Guerra, who was injured in the foot at the battle of Camasan, to be now convalescent—in fact, able with assistance to mount his horse.

He makes use of a crutch, however, to walk and will in all probability be lame for life.

In the late fight in Melones, though Colonel Marciano led the Cuban column, Brigadier General Guerra from a distance observed the course of the battle and personally directed the final charge in which the Spaniards were routed.

KIDNAPPING A MAYOR.

Alien Also Seized by the Rebels—Chased by a
Spanish War Ship.

[BY TELEGRAPH TO THE HERALD.]

HOLGUIN, Cuba, July 12, via KEY WEST, Fla., July 21, 1895.—The rebels, it is reported, captured a small government convoy between Auras and Sanandres, composed of provisions.

In Baracoa, on July 10, the Spanish military authorities arrested Antonio Martinez, a prominent Autonomist, suspected of sympathy with the revolution. He is imprisoned in the fort, awaiting instructions from Campos.

Senor Petro Maria Delgado, the Mayor of the town of Guandao, a suburb of Baracoa, was kidnapped by the revolutionary forces. An Italian subject, Francisco Galt, a merchant of Guandao, was also kidnapped. It is reported that both have been forced to join the rebel army.

A Cuban expedition, it is believed, coming from Hayti, was chased by the Spanish war ship, the Magallanes. All succeeded in landing in Maravia and evaded capture. The Magallanes disembarked marines to attack ashore, but too late. The Cubans had escaped into the interior. The war ship seized the Cubans abandoned boat, finding therein only empty firearm cases.

WHITHER BOUND ?

Sailing of the Little Steamer Cauca Excites
Rumors Among Cubans.

The little steamer Cauca slipped out of her dock at pier 4, Erie Basin, Brooklyn, early yesterday morning, and dropped down through the Narrows. She was not reported by the observer as passing Sandy Hook, and it is supposed she got outside without being noticed.

When she started the Cauca was in command of Captain Bermphol and flew the United States of Colombia flag from her forepeak and the French ensign from her taffrail.

Hardly had the little steamer disappeared when vague rumors were circulated among Cubans that she was in the service of Cuba. She cleared on Friday for Cartagena and other Colombian ports.

I visited her pier late yesterday afternoon and learned from longshoremen that the Cauca has been loading for two weeks. Her cargo consisted principally of long boxes and little kegs. Some of the longshoremen gossiped freely about the rumor that she was in the revolutionary case. Several times the vessel was visited by Cubans, I was told.

The Cauca was formerly the George B. Sandt. She registers 100.87 tons gross and 63.95 tons net. The little vessel is 107 feet in length, 22 feet beam and draws 5.9 feet. She was built in 1889 in Tottenville, N. Y.

THE ISABEL MENTIONED.

Cubans May Have Procured a Vessel for Their
Big Expedition.

Has the Junta succeeded in procuring a vessel to take to Cuba the big expedition that is all ready to sail?

This is a question that is being anxiously asked by the lesser lights of the Cuban movement in this city, while those who could reply, or pretend to know something, maintain suspicious silence.

It is pretty certain, however, that if the committee having charge of the work of fitting out the expedition has not already secured such a vessel as it requires it will very shortly have one.

Usually the Cubans are quiet on Sunday, passing the day around the hotels, discussing the situation, but there was something on foot yesterday of sufficient importance to take two of the highest grade leaders to Central Valley to see Senor Estrada Palma, the chief of the movement. These same gentlemen had been in close communication with General Quesada, at the Fifth Avenue Hotel, earlier in the day.

ALL ARE SILENT.

I asked Secretary Gonzalo de Quesada's law partner for some information about the situation, and he replied, "Nothing new." He evaded all further questions. The secretary kept himself out of the way.

The Spanish agents were unusually active yesterday, and moved about in and out of the Hotel Espanol, Fourteenth street, as if they were bent upon the scent of some important movement.

While the arrangements for the next Cuban expedition from these shores are in the hands of a committee of four trusted patriots, nothing is done until sanctioned by General Rafael de Quesada, who is to have sole command of the outfit when it sails. On Saturday evening the General received a telegram from a New England town, which gave evident pleasure to the old Cuban war horse and those around him.

It is known that the insurgents have one trusted agent in New England, who has been looking for a staunch vessel for the next expedition, and it is believed that the telegram came from him and referred to his finding such a vessel as the committee desired.

Senor Juan Traga, president of the New York Club of the Cuban revolutionary party, said:

"We can't say when our expedition is to sail, nor can we tell from what port. Whether we have a vessel or not does not concern the public."

THE ISABEL MENTIONED.

It is known that the steamer Isabel, of Norwalk, Conn., has been sold in Bridgeport within a few days, and the purchaser had only recently gone there from New York. Various indications point her out to be the vessel that the Cubans in this city have chosen.

The Isabel was rebuilt last year. She is a vessel of 212.50 tons net measurement and 153 feet in length. The sudden departure of one of the Cuban leaders for some point in New England by a train from the Grand Central station yesterday gives color to the rumor that the long looked for vessel had been found.

Cubans are quite confident that they will get the vessel and her freight out of this country without any trouble.

Many Cubans have criticised and even condemned Quesada's declaration from a public platform in this city that he was preparing to head the fourth and biggest expedition against the Spaniards in Cuba. His announcement has been variously classed as a challenge to President Cleveland and the navy, as an appeal for public sympathy and as an unwise threat hurled at Spain.