

A FEW SPANIARDS FLEE

Not Many Accept Free Transportation from Here to Havana on the Panama.

CROWDS SEE THEM DEPART

Shouts of Derision Follow the Vessel,
Which Is Rumored to Have Munitions of War Aboard — The

Seneca Also Sails.

The bulk of the Spanish residents of this city at least seem to have made up their minds to remain in the land of the enemy and pursue their peaceable callings without concerning themselves about the impending war. The number of Spaniards in this city is estimated at 3,000, and although the Spanish Consul General, Arturo Baldasano, has advertised for several days offering to send away at the Government's expense all Spaniards who desired to leave, hardly 100 availed themselves of the offer. Several of those who went did so because they were unable to find work in New York.

All those Spaniards who wished to leave had been told to call at the Spanish Consulate yesterday morning to get their passports and passes for the voyage by the steamer Panama, that was scheduled to sail from Pier 10, East River, at 1 o'clock in the afternoon.

The doors of the Consulate were opened for business one hour earlier than usual, but the applicants came slowly and arrived singly or in small groups. Most of them were able-bodied men and several were young. That gave rise to a rumor that they had enlisted in the Spanish army. When they got their passes most of them walked up to the pier at which the Panama was moored and went on board at once. Others lounged about the entrance of the pier talking to Spanish friends who had come to see them off.

The regulations on the pier were very strict yesterday, and a line was chalked, past which no one was admitted without a pass. Various rumors were floated. One was that delegations of recruits from Philadelphia and Boston of some seventy men had been smuggled on board and another that several tons of gunpowder and other munitions of war had been shipped. It was said that that was the reason no one was allowed on the vessel or even on the pier.

A Denial by the Agent.

The agent of the line emphatically denied that any munitions of war had been taken on board. Mr. Pohls, the representative of Mr. Ceballos, the agent, said that between 14,000 and 15,000 bushels of corn had been taken and the remainder was called a general cargo, which would appear in the manifest. It was learned later at the Custom House that a supplementary manifest can be sent in four days after a vessel sails, and that all the cargo might not be known until the vessel was near Havana.

The Panama was very heavily laden, considerably above the load line. Workmen had been busy all night loading barrels and cases, and a steam elevator pumped grain into her. The steamer is barkentine rigged, 331 feet long, and was built in Glasgow in 1875. She is not a very fast sailer with an ordinary cargo, and with the surplus cargo that she took it was predicted by several that she could not reach Havana before five days, and by that time war would break out, and she would fall an easy prey to one of our cruisers. The agents of the line said that the ship and cargo were fully insured, but the names of the companies were not given.

As the hour for the departure of the steamer approached large crowds of people stood on the sidewalk opposite and on the west pier, and there were rumors that the ship would be detained and searched for munitions of war. Two men who looked like Central Office detectives walked hurriedly to the pier, shook hands with the policemen whom they apparently knew, spoke to them in an undertone for a few minutes, and then walked away as hurriedly as they had come.

One o'clock arrived, and yet there were no signs of the vessel sailing, except that the American flag was run up to the mainmast and the passengers all went on board and below. There were very few signs of life on the decks. The hatches were battered down, and four or five sailors sauntered about. The other pier became more crowded with spectators, and many of them boarded the barkentine Strathern that was moored alongside. Her decks soon became black with humanity, and several angry men declared in loud tones that the steamer should never be allowed to sail with rations and ammunition for the enemy.

Among the passengers were three women, one of whom was Louisa Mora, a Spanish dancer of lithe figure and coal black eyes and hair. She was one of those who had secured a free passage, and carried a small black and tan dog under one arm and a parrot in a cage under the other.

It was nearly 1:30 o'clock when the cables that held the Panama to the dock were thrown off and a couple of tugs pulled her into the channel. Loud shouts of derision arose from the crowds on the barkentine and pier, and many shouted:

"To hell with Spain! Remember the Maine!"

Not a word came back in reply from the ship. Capt. Quevedo, Chief Engineer Thompson, and other officers waved their hats to their friends on the pier, and the Panama passed down toward the Narrows.

The agents of the line declined to give out the passenger list, but said that there were thirty-one passengers, of whom six were cabin passengers. The others had passes which will be paid for by the Government in Havana.

The scene at the Spanish Consulate was not cheerful yesterday. The clerks and several workmen were busy packing up books and papers. The Consul General and his official family were preparing for their departure. The work of packing up was continued most of the day. This morning, it was said, the Spanish Consulate will be turned over to the care of the French Consul General.

The steamer Seneca of the Ward Line also sailed for Havana yesterday with a full cargo and several Spanish passengers, at Government expense, who were not in time to sail by the Panama. President Booth of the line said that the company would get the steamer to Havana, war or no war, if they can do so with safety. The cargo was sent by old customers and the company was going to carry out their contracts. If the United States interfered they would stop, and when war began they would cable to their steamers not to go to Cuba.

The Aloedene is to sail to-day. The Bergen may go in the place of the Seguranca and may touch at Havana.