

SPAIN.

His Majesty Amadeus Maintains His Resolve to Abdicate the Crown.

Personal Announcement by the King to Senor Zorrilla.

Cabinet Effort to Change the Will of the Monarch.

Profound Sensation in the Public Mind.

Madrid Agitated and an Attempt at Riot Suppressed.

Projects of Government by Parliament and the People.

Plan for the Proclamation of a Republic by Prominent Patriots.

French and American Reports of the Progress of the People's Cause.

THE REPUBLIC VOTED IN THE CORTES.

Profound Sensation in the Prussian Capital.

TELEGRAMS TO THE NEW YORK HERALD.

I have just learned the following facts relative to the progress of the very serious events which occurred at Court, and which are likely to produce a most remarkable crisis in the history of governmental affairs in Spain, subsequent to the transmission of my despatches to the HERALD during the evening of today.

ROYAL RESOLVE TO RESIGN THE CROWN.

At the hour of eight o'clock this evening His Majesty Amadeus, King of the Spaniards, announced to Minister Senor Zorrilla, and through him to the members of the Cabinet, that he was determined to adhere to his resolution to abdicate.

MINISTERIAL EFFORT FOR PERMANENCY OF THE CROWN.

Since Saturday last, when His Majesty declared his intention of quitting the throne, the Ministers have strenuously endeavored to dissuade him from doing so, but their efforts have proved futile.

A CROWN MESSAGE TO CORTES.

A royal message, announcing the determination of the King, will soon be submitted to the Cortes.

CABINET ACTION IN THE CRISIS.

After the presentation of the monarch's message to the legislative body, the members of the Cabinet will tender their resignation.

PARLIAMENTARY PROVISION FOR CENTRAL CONTROL.

The Congress, about the hour of midnight, adopted a proposal that the President of that branch of the Cortes and fifty Deputies shall constitute a permanent committee.

PUBLIC SENSATION IN FACE OF THE SITUATION.

The announcement that the abdication of the King is certain creates a profound sensation, but tranquility prevails.

LATEST FROM MADRID.

The Abdication Resolution Still Unchanged—Excitement in Madrid and Attempt at Riot—Preparation for the Proclamation of a Republic.

MADRID, Feb. 11—1 A. M. King Amadeus persists in his determination to abdicate the Spanish throne.

EXCITEMENT IN THE STREETS AND ATTEMPT AT RIOT.

When it became known last night that the King would certainly resign the crown groups of people gathered in many of the streets of Madrid, and there were some attempts to create a disturbance.

THE REPUBLIC EXPECTED TO BE REALIZED.

It is just now expected that an Executive Commission of the government will be formed, which will proclaim a republic in Spain.

THE NEWS IN LONDON AND PARIS.

English and French Opinion of the Consequences of the Spanish Abdication—A Civil War Regarded as Inevitable—British Statement of the Street Scenes in Madrid.

port to Prime Minister Zorrilla in maintaining order.

It is rumored that Zorrilla intends to leave the capital to-morrow.

Senor Rivero will remain at his post as President of the Congress.

THE SPANISH REPUBLIC.

Preparation for its Proclamation in the Spanish Capital.

VERSAILLES, Feb. 11, 1873. M. Quinet, a republican Deputy in the French National Assembly, has received a despatch, dated at Madrid at noon to-day, signed by Senores Figueras and Castelar, announcing that the Republic will be proclaimed in Spain this evening.

THE NEWS IN BERLIN.

Prussian Conjecture as to the Cause of the Abdication.

LONDON, Feb. 12—6 A. M. The announcement of the abdication of King Amadeus produces a profound sensation in Berlin.

NOTHING LATER FROM MADRID.

LONDON, Feb. 12—6 A. M. No further news has been received from Madrid.

THE PROCLAMATION.

American Official Report of Adoption of the Republic.

WASHINGTON, Feb. 11, 1873. Secretary Fish this evening received the following despatch from Minister Sickles:—

THE CARLIST WAR.

A Large Spanish Army Operating Against the Bourbonists in the North—The Carlists Exceedingly Active and Concentrating for Concentric Action.

PARIS, Feb. 11, 1873. The Temps has advices from Spain showing that the government is operating against the Carlists in the North with twenty-four battalions of infantry of the regular army, and a proportionate amount of cavalry and artillery, and six thousand or seven thousand volunteers and gendarmes.

FRANCE.

Legislative Bolt Against the Inquisitorial Power of the Thirty—M. Thiers' Management of the Parliamentary Parties.

TELEGRAM TO THE NEW YORK HERALD.

PARIS, Feb. 11, 1873. The members of the special committee of the National Assembly who were to draw up an electoral law have resolved not to submit their report to the Committee of Thirty, and declare they will resign rather than do so.

GERMANY.

Court Mourning in Berlin.

TELEGRAM TO THE NEW YORK HERALD.

BERLIN, Feb. 11, 1873. The Prussian Court will go into mourning during a space of three weeks for the late Dewager Empress of Austria.

SOUTHWEST AFRICA.

Insurrection by Natives Against the Portuguese.

LISBON, Feb. 11, 1873. An insurrection of the natives has broken out against the Portuguese authorities in Loanda, on the Southwest coast of Africa.

WEATHER REPORT.

WAR DEPARTMENT.

OFFICE OF THE CHIEF SIGNAL OFFICER.

For the Western Gulf States westerly to northerly winds and clear and clearing weather, and these conditions will gradually extend eastward over the Gulf States, Tennessee and Kentucky during the day and evening, and over the South Atlantic States to-night; for the Middle States winds shifting to northwesterly and south-easterly and generally cloudy weather, with rain over the southern and western portion during the afternoon and evening, and eastern and northern portions to-night; for New England, winds shifting to northerly and easterly to-night, with increasing cloudiness, and very probably rain and snow; from Southern Illinois and Ohio and Southern Michigan, cloudy weather and probably rain and snow, but winds gradually backing to northerly and easterly, with clearing weather; from Missouri to Lakes Michigan and Superior and Minnesota northerly to northwesterly winds and generally clear weather.

The majority of the midnight telegraphic reports from the western Gulf States, Florida and Michigan are not yet received.

THE WEATHER IN THIS CITY YESTERDAY.

THE BRITISH PARLIAMENT.

Herald Special Report from London.

Success of the Undertaking in the English Metropolis.

Confidence in the Administration of the Enterprise—The Books Still Open.

TELEGRAM TO THE NEW YORK HERALD.

LONDON, Feb. 11, 1873. The following special despatch to the HERALD has been received from our correspondent in the British metropolis:—

ENGLAND.

The Stock of Specie and Supply of Cotton—Reinforcing the Navy—A Dramatist Against the Press.

TELEGRAM TO THE NEW YORK HERALD.

LONDON, Feb. 11, 1873. The amount of bullion withdrawn from the Bank of England on balance yesterday was £385,000, and the amount withdrawn to-day was £200,000.

AMERICAN REINFORCEMENT.

Two new gunboats, the Trial and Zephyr, were launched on Monday at Chatham.

LIBEL SUIT AGAINST THE PRESS.

Charles Reade has begun a suit against the Advertiser for an alleged libelous criticism of one of his plays, laying his damages at £1,000.

THE BRITISH PARLIAMENT.

Territorial Border Line Rectification Towards the United States—The San Juan Arbitration Decision and Its Water Channel Appendages—Effort for an Exact Demarcation.

TELEGRAM TO THE NEW YORK HERALD.

LONDON, Feb. 11, 1873. In the House of Lords this evening the Earl of Lauderdale asked whether measures had been taken to complete the settlement of the western part of the boundary line between the British American Dominion and the United States.

THE AMERICAN INSTITUTE WAR.

Meeting of the Reform Committee—Resolutions and Nominations of Officers.

Resolved, That the ring which has hitherto controlled and still controls the American Institute should be dissolved, and the members thereof should be expelled from the same.

Resolved, That the ring which has hitherto controlled and still controls the American Institute should be dissolved, and the members thereof should be expelled from the same.

Resolved, That the ring which has hitherto controlled and still controls the American Institute should be dissolved, and the members thereof should be expelled from the same.

Resolved, That the ring which has hitherto controlled and still controls the American Institute should be dissolved, and the members thereof should be expelled from the same.

Resolved, That the ring which has hitherto controlled and still controls the American Institute should be dissolved, and the members thereof should be expelled from the same.

Resolved, That the ring which has hitherto controlled and still controls the American Institute should be dissolved, and the members thereof should be expelled from the same.

Resolved, That the ring which has hitherto controlled and still controls the American Institute should be dissolved, and the members thereof should be expelled from the same.

Resolved, That the ring which has hitherto controlled and still controls the American Institute should be dissolved, and the members thereof should be expelled from the same.

Resolved, That the ring which has hitherto controlled and still controls the American Institute should be dissolved, and the members thereof should be expelled from the same.

Resolved, That the ring which has hitherto controlled and still controls the American Institute should be dissolved, and the members thereof should be expelled from the same.

Resolved, That the ring which has hitherto controlled and still controls the American Institute should be dissolved, and the members thereof should be expelled from the same.

Resolved, That the ring which has hitherto controlled and still controls the American Institute should be dissolved, and the members thereof should be expelled from the same.

Resolved, That the ring which has hitherto controlled and still controls the American Institute should be dissolved, and the members thereof should be expelled from the same.

Resolved, That the ring which has hitherto controlled and still controls the American Institute should be dissolved, and the members thereof should be expelled from the same.

SPANISH TRUCULENCE.

Morales Still Talking Spy Shooting Bombast.

O'KELLY DETERMINED TO PROCEED.

Local Regulations vs. International Law.

HAVANA, Feb. 10, 1873. The following despatch, it has been received from Mr. James J. O'Kelly, the HERALD Special Commissioner to the island of Cuba:—

SANTIAGO DE CUBA, Feb. 10, 1873. I have returned from Palma Soriano to have an interview with General Morales de los Rios.

With reference to the threat which he communicated against my life should I attempt to carry out my mission, as laid down by the HERALD. In conversation with me he repeated the warning.

I told him in reply that the Consul demanded protection. I insisted on my right to visit the disturbed districts, as the Spaniards recognized no war to be in existence. The Consul replied:—

"YOU MUST OBEY THE LOCAL REGULATION. The rule to shoot down those whom they define as a spy applies to all. Your case is no exception. If the action of General Morales appears unjustifiable to you you can apply to the government. I will ask

WHAT POINTS YOU CAN VISIT without incurring the penalty General Morales has laid down."

I shall probably invoke American protection.

COLOMBIA.

Sweep of the Recent Storm at Aspinwall—The Losses of Property and Life—The Want of a Breakwater—Peace and Finance in the Interior.

PANAMA, Feb. 1, 1873. The people of Panama were astonished to learn by telegraph on the morning of the 19th ult. that a strong norther had commenced at Aspinwall the night before, accompanied by a sea so rough that several ships had been wrecked, moles carried away and steamers compelled to put to sea to save themselves from destruction. The atmosphere in and around Panama, while all this was taking place on the other side of the summit, showed nothing unusual.

SUDDEN SWELL AND DESTRUCTIVE ACTION OF THE SEA.

It seems that until sunset of the 18th the day passed over quietly. The north wind then began to increase, but more so the waves, which by eleven o'clock P. M. threatened destruction to all property within their reach. The storm, particularly of the sea, came on so suddenly that the steamships and sailing vessels that lined the wharves were taken by surprise. The Royal Mail steamer Tasmanian managed to get up steam and go out to sea. The French steamer Desirade held out at her anchorage with her engines turning ahead and two anchors fast to the west India and Panama Steamship Company's steamer Bolivar succeeded in saving herself in a similar way.

But no such chance was left for the SAILING VESSEL.

In the harbor at the time. There were no booms or anything else to haul out to, so the wharves, to which they were made fast, have suffered the consequences.

The three-masted schooner Royal Arch, of Boston, was blown stern first through the Company's mole, at which she was lying. The bark Orient, of Boston, went at the French wharf, and wrecked it as well as herself. The schooner C. H. Kelly, of Boston, broke afloat and went on shore, but may possibly be gotten off. The Halifax schooner, of Boston, fell overboard, and the French steamer and suffered some damage. Other sailing vessels were saved, principally by the active exertions of the Panama Railroad people.

done to the Pacific Mail wharf, with the whole oil and other produce on it, cannot be less than three hundred thousand dollars.

One half of the French wharf was carried away, with two car loads of indigo that were on it.

The Liverpool Company's wharf suffered from a bark which was lying alongside of it when the storm commenced, and it may safely be asserted that there is not a sound wharf to-day in Aspinwall.

Three small coasting schooners sunk at their moorings.

The steamship Henry Chanoucy kept outside, and thus escaped the storm in the harbor.

The brig Gilmore Meredith became a total wreck on the reef. A boat from the shore trying to reach her, and two Aspinwall men were drowned.

HITS FOR ENGINEERING SCIENCE.

With all the loss of property and other things of value in a harbor of so much importance as that of the Aspinwall terminus of the Panama Railroad, it is natural to ask, Can nothing be done to modify or prevent a repetition of the disaster? It is certainly a very serious one, and one that the company must take up as soon as possible. The natural configuration of the bay and its long pier being in the direct line of norther and the waves propelled by them, such accidents to life and property must be expected, unless some means be taken to break the force of the waves which prevailed last year on the Atlantic coast, continues to prevail in Panama. Its continuance is due to atmospheric causes and terrestrial influences, and although not controllable by the authorities of Guayaquil have declared that all vessels from the isthmus shall be subject to quarantine, and that no vessel shall be allowed to leave until it has been examined by the health authorities, and a great deal of inconvenience to commerce and passengers.

BRITISH DIPLOMACY.

Mr. Hamilton, British Minister to Quito, is now in Panama, on his way to Ecuador, and will of course be detained here.

THE BARKER'S RESISTANCE EXPEDITION.

Nothing has been heard from Captain Selridge and the Darien expedition since the Tuscarora left this port for that part of the isthmus.

From the interior of the Republic up to the 12th of January there is no news of any great importance. The State of Cauca continues tranquil and members for Congress were assembling at Bogota.

FINANCE.

By an arrangement entered into between the Colombian government and Mr. O'Leary, the Commissioner of the foreign bondholders, the amount of the national debt has been reduced from \$24,000,000 to \$10,000,000, and the interest payable annually from \$750,000 to \$450,000.

THE SCROB GRASS DISASTER.

Particulars of the Holocaust on the Alleghany Valley Railroad.

THE KILLED AND WOUNDED.

A River of Burning Oil Cutting Off Escape from the Wreck.

STATEMENTS OF SURVIVORS.

PITTSBURGH, Pa., Feb. 11, 1873. The accident that occurred last night near Scrob Grass station, on the Alleghany Valley Railroad, was the most serious that has happened on that road for many a year. The accident occurred at the Old City accommodation train. The cause is unknown. One passenger attributes it to a broken rail, others to a brake dropping on the track. Five oil cars and coaches went down a steep bank in a mass of ruins. The coach made a revolution and a half, landing the trucks on ten or fifteen feet from the shore in about five feet of water.

Oil from the broken tank immediately covered the stream and ran down around the coaches, penetrated through the broken windows and doors and took fire from the stoves. The coach was an iron one, and passengers not yet escaped found themselves

ENCLOSURE IN A WROUGHT IRON OVEN. heated outside and inside with burning petroleum. The surface of the water was aflame, and the alternative of staying within the car or swimming in the burning stream was presented to them. The heat was so intense from the volume of flame that no person could stand on the track above the wreck, so all attempts at rescue were impossible. All who did escape alive got themselves out, and all were burned more or less. Those who escaped got out of the car before the oil took fire. The killed are:—

THE NAMES OF THE KILLED.

Willie Scott, newsboy.

William Casey, a well-known sporting man, whose acquaintance is extensive throughout the country.

One dead so fearfully burned that he cannot be identified; at least no person has claimed him so far.

THE WOUNDED.

The wounded are C. W. Kidder, slightly burnt on head.

P. G. George, Rousseville; burned slightly.

Matthew Collins, Hamilton, Canada; head and hand burned.

R. C. Coulter, Petersburg; burned on head.

P. H. Hoover, Franklin; head and hands burned.

Alfred L. Hamilton, Greensburg, Pa.; head burned.

Henry Miller, a boy, Lawrenceburg; head and hand burned.

John M. Hanna, 52 Wood street, Pittsburg; badly burned.

Richard Kane, Petersburg, track laborer.

George F. Hildreth, Kenton; lips cut slightly.

A. Knox, Antwerp; slightly hurt.

G. Grigleton, Parkers; slightly injured.

John Whitcomb, Toxburg; slightly injured.

Delapary, Tidoulet; burned in head and hand.

YOUNG SCOTT, THE NEWSBOY.

lived in Old City. He is the brother of the foreman on the engine. He was a bright little fellow, and the passengers seem to have taken a liking to him. Mr. Hoover nearly lost his life, and Mr. Casey also, trying to save the boy. Accounts are very unsatisfactory and conflicting as to the details. The catastrophe was so sudden and terrible and the time for escape so brief that no one seemed to have collected an impression of the scene. Mr. Hoover, who had a narrow escape from death, says:—

I was sitting alone reading when I felt the car jumping, and saw a brakeman, Bishop, spring to the door, seize a seat and brace himself against the side of the car. I saw the passengers in the next car kicked out a window. The car rolled over on its side, halted an instant then rolled back. How far it rolled or how it landed, I cannot say. Inside all was wreck; saw newsboy trying to get out, and some one from outside trying to help him. Water was coming into the car so suddenly that the car became

A BLAZE OF FLAME.

I had to leave the bay at the front door and scramble toward the rear, over the ruins of seats. I climbed over one man entangled in the wreck; got out by the rear door and immediately climbed the water. I landed on the ashore. When I reached the track I lay down exhausted and became unconscious. When I came to I saw the car on its side, and saw the newsboy lying long. I started down the track, running a short distance and then lying down in the snow to cool and rest.

Hoover resides in Titusville. He is burned about the head, face and hands, and somewhat injured internally by concussion, or possibly by inhaling heated air.

There were twenty-five or thirty passengers in the car, of whom probably one-half continued to live. Six or seven freight and passenger cars went over the bank, which was about thirty-five feet high. The engine and the passengers were hurled. The fire raged so fiercely that the uninjured passengers were powerless to render assistance to the wounded, whose shrieks of agony were heard. The blazing oil flowed down the river, and the whole scene was terrible in the extreme. In getting out of the car I found the water up to my waist.

Mr. Whitcomb, another passenger, says the flames raged furiously, and the shrieks of poor creatures were heard. Some of the passengers may have been buried under the wreck, and BURNED TO DEATH OR DROWNED.

Six oil cars and coach went over. It was very difficult to ascend the bank on account of the ice. In the hurry I lost my pocketbook and sat with over two hundred dollars in money and some other valuables. I was unable to get the track I attempted to walk, but my strength failed, and I had to crawl away from the heat. In company with two others I crawled to the rocks and was taken from there to Scroggrass on an engine, where I received

KINDNESS FROM THE RAILWAY OFFICIALS, proprietors of hotels and ladies of the place. The accident likely resulted from a broken brake, which threw the train off. It was found several rods from the car, and it is probable that the engine and the whole train were thrown off the track. Reports from the wounded at a late hour to-night state that most of them are doing as well as could be expected under the circumstances.

UTAH.

Professional Legal Criticism and Re-arrangement—The Question of Polygamy.

SALT LAKE CITY, Feb. 11, 1873. Telegrams received yesterday from Washington state that a private despatch from Salt Lake City says that a protest, numerously signed by members of the Utah Bar, will be sent immediately to the President and Congress, denying the allegations that the late memorial of the Bar of Salt Lake City refers to a secret scheme of a few Mormon attorneys, assisted by apostate Gentiles, or, as they are better known, "Jack Mormons."

The whole affair is put up by Apostle Cannon and can be readily explained by Delegates Claggert and Morrill. The signers to the late memorial of the Salt Lake City Bar comprise—it cannot be denied—some of the most prominent lawyers in this Territory. A majority of the signers are Democrats, and some formerly sympathized with the Mormon cause.

The Tribune (liberal Mormon) thinks that the present contest in Utah is between the government and a comparatively little ring of old Nauvoo Mormons. It says that polygamy is chargeable to a small number of priests, whose number will not perhaps exceed one hundred; that sending George Q. Cannon to Congress is an experiment of Brigham Young's, and trusts that Congress will send Cannon home again. The Tribune states that Brigham Young might as well be in Congress as Cannon.

The slow blockade on the Northern Railroad was raised yesterday.

An unusually large number of polygamists' marriages is now taking place. Several attorneys sent four other holders and second wives to jail. One man, with six wives, married a girl of fifteen years yesterday.

EXPLOSION OF A BOILER.

PROVIDENCE, R. I., Feb. 11, 1873. One of the boilers of the Warren Manufacturing Company's No. 2 mill, in Warren, exploded this morning, scattering the boiler shrapnel, unseating four other boilers, and scattering the workmen, George O. Ashworth, probably fatally.

CANADIAN PACIFIC RAILROAD.

The Text of the Charter of the Road Published—A Fine Chance for a Dominion "Hoax"—Thirty Million Dollars and Thirty Million Acres Guaranteed the Company—England to Furnish the Money.

OTTAWA, Canada, Feb. 11, 1873. The text of the charter of the Canadian Pacific Railway is published this morning. The company have a period of nearly a year allowed for making the financial arrangements, the charter to be null and void unless the arrangements are completed to the satisfaction of the government by the 1st of January, 1874. The charter provides that the railway be

DIVIDED INTO SECTIONS.

The eastern terminus of the Red River, the Lake Superior section, extending from some point on the eastern shore of Lake Superior to the central section, extending from Red River to a point in the longitude of Port Edmonston; the Manitoba section, extending from the main line in the province of Manitoba to the boundary of the United States; and the western section, extending from a point in the longitude of Port Edmonston to the Pacific coast.

The company shall within two years from the 20th day of July, in the year 1873, commence and prosecute the construction of the railroad from the Pacific Ocean towards the Rocky Mountains, and from a point on the Pacific coast, hereafter to be determined by the government,

TOWARDS THE PACIFIC OCEAN.

to connect the seaboard of British Columbia with the railway system of Canada, and shall construct the Manitoba section by the 31st of December, 1874; the Lake Superior section, and such portion of the main line as shall be required to complete communication between Lake Superior and Red River by the 31st of December, 1875; shall proceed with any other sections of the railway, and shall complete the whole railway within five years from the said 20th day of July, 1873, unless the last mentioned period be extended by Parliament, in which case the company shall complete the whole railway within such extended period. The company is also empowered to make arrangements with any railway company in Canada or the United States for the construction of any line of Canadian Pacific and to secure running rights over such railways. The maximum amount of land and money to be raised, namely, 30,000,000 acres of land and \$50,000,000 in money, are guaranteed to the company.

LOOKING TO ENGLAND FOR MONEY.

It is rumored that the late Governor Walker, the Hon. A. G. Archibald and the Hon. J. C. Auld will proceed to England about the end of the current month to negotiate the financial arrangements in connection with this great work.

THE CHILD MURDERER EVANS.

Rumored Attempt to Get a Stay of Proceedings—The Prisoner Interviewed by His Counsel—No New Light on the Maine Child