

SPAIN.

Herald Special Report from Cartagena.

The City Prepared for a Severe Conflict.

Insurgent Action Against a Republican Squadron.

MURCIA CAPTURED BY THE LOYALISTS.

British Police of the Iron-Clads.

A NAVAL BATTLE IMPENDING.

Musters of Foreign Fleets on the Coast.

Conflicting Bulletins Respecting the Fall of Berga.

The Retaliations of War Against the Rights of Property.

TELEGRAMS TO THE NEW YORK HERALD.

The following special despatch to the Herald has been received from our correspondent at Cartagena, Spain:—

LONDON, August 18, 1873.

The correspondent of the Herald at Cartagena, Spain, telegraphs the following report under date of the 16th instant:—

All non-combatants and women and children have been ordered to leave this city and to remain outside the corporate limits during the battle struggle, the commencement of which is now impending.

MURCIA TAKEN BY THE LOYALISTS.

Murcia was taken yesterday by the Spanish army under command of General Martinez Campos.

FIRE ON THE REPUBLICAN NAVY.

Firing has commenced at the Spanish fleet, under command of Admiral Lobos, which is blockading San Pedro.

BETTER CARE OF THE INSURGENT IRON-CLADS.

The commander of the British fleet refuses to surrender the war ships Victoria and Almansa, taken from the insurgents, and both vessels have been ordered to proceed to Gibraltar.

A NAVAL BATTLE EXPECTED.

The iron-clads Mendez Nunes and Fernando el Catolico, now in possession of the insurgents, are expected to fight the Spanish gunboats of the island of Estombr.

MUSTER OF THE FOREIGN FLEET.

The foreign war fleet now anchored near Estombr includes the following vessels:—

The United States ship Washash.

One French ship-of-war.

Two vessels of the Italian navy.

Of the British navy are the iron-clads Lord Warden and Swiftsure and four other vessels.

Berga Still in the Hands of the Republicans.

MADRID, August 18, 1873.

There is no truth in a despatch sent to the Carlist Junta at Bayona reporting the capture of Berga by the insurgents.

The attack was gallantly resisted by the republicans, who, after a severe contest, defeated the insurgents and drove them from before the town.

What the Carlist Sympathizers Claimed for Their King.

BAYONNE, August 18, 1873.

A despatch has been received by the Carlist Junta, in this city, announcing that 1,500 prisoners, a large number of cannon and much ammunition were captured by the royalists at Berga when that town fell into their hands.

DEATH PUNISHMENT FOR ACTS OF INCENDIARISM.

Several persons have been condemned to death by the Tribunal of Justice at Seville for firing buildings by means of petroleum while that city was occupied by the insurgents.

Many others charged with the same crime escaped to Portugal, but a number of them have been arrested by the authorities of that country and surrendered to the Spanish officers.

RIGHTS OF PROPERTY UNDER THE RULE OF THE RADICALS AND REDS.

The internationalists in Barcelona discourage the burning of factories by their companions, claiming to believe that all such property will soon become their own.

ENGLAND.

The Bank of England Forgers on Trial—Bullion and Discount—Agriculturist Prospects.

TELEGRAM TO THE NEW YORK HERALD.

LONDON, August 18, 1873.

Austin Bidwell and his confederates in the Bank of England forgery case were arraigned to-day. Counsel for the defendants made an unsuccessful attempt to secure an adjournment. The jury was sworn and the case was formally opened by the prosecuting attorneys.

BULLION AND DISCOUNT.

The amount of bullion gone into the Bank of England on balance to-day is £12,000.

The rate of discount for three months' bills in the open market is 1/2 per cent below the bank rate.

AGRICULTURIST PROSPECTS.

The weather throughout England to-day is wet and unfavorable to the growing crops.

FRANCE AND SPAIN.

Herald Special Report from Don Carlos' Headquarters in the Field.

French Official Preparation for a Complete Recognition of the Carlists as Belligerents.

The Transit of Arms and Munitions of War Across the Border Line Permitted.

Paris Circular to the Officers of Customs.

Present Relief to the Bourbonist Commissariat.

TELEGRAMS TO THE NEW YORK HERALD.

The following special despatch to the Herald has been received from our correspondent at Don Carlos' headquarters in the field in Spain:—

ROYAL HEADQUARTERS, SANTEPEA, 25 MILES SOUTHWEST OF PAMPLONA, August 18, 1873.

The French government has taken the initiatory step towards recognizing the Spanish Carlists as belligerents, having issued orders permitting the transit of arms and munitions of war between the two Custom House lines in the South of France.

AN OLD DECREE RESCINDED BY OFFICIAL CIRCULAR.

The French decree, dated in the month of March, in the year 1805, which prohibited the transportation of arms and munitions across the border line, is now rescinded by the Paris government. The French authorities and officers serving on the border between France and Spain have been duly notified of the fact by official circular, thus enabling the Carlists to dispense with the use of a steamer and to forego the risk of capture.

DON CARLOS' ARMY IN SPAIN.

In the Madrid despatch of the 17th inst. the Carlist infantry force in Spain was, by a clerical telegraph error, stated to be 2,600 men. It should have been 26,000 men.

Spanish Opinion of the French Decree and Paris Diplomacy.

MADRID, August 18, 1873.

The Epoca, of this city, alleges that the French government is secretly favoring the operations of the Carlists in order to strengthen the cause of the Count de Chambord.

The Spanish Consuls in France complain of the tolerance of the French authorities on the frontier towards the Carlists.

FRANCE.

Official Repression Against the Republican Press.

TELEGRAM TO THE NEW YORK HERALD.

PARIS, August 18, 1873.

Thus far during the month the government has suppressed or forbidden the sale of twenty republican newspapers in the provinces.

The leaders of the Left intend to publish a protest against these suppressions and to question the government on the subject when the Assembly meets.

CUBA.

Insurrectionist Assault on the Spanish Troops—Sharp Action and Success—Repulse in Another Engagement.

TELEGRAM TO THE NEW YORK HERALD.

HAVANA, August 18, 1873.

A telegram from Puerto Principe says on the 12th instant a body of insurrectionists, under the command of Maximo Gomez, attacked a force of Spanish cavalry stationed on a cattle farm near Puerto Principe. After a short engagement the insurgents withdrew, but not before they had captured nineteen horses. The Spanish loss was thirty-one killed.

On the 12th the insurgents, commanded by Gomez, San Gili and other prominent chiefs, attacked the village of Yeguas, but were finally repulsed after a short engagement.

FATAL FIGHT IN A PORTED HOUSE.

Flight and Escape of the Murderer—The Case Before Coroner Keenan—The Body Removed to the Home of the Deceased.

Shortly after eleven o'clock yesterday morning Coroner Keenan received information that an hour previously an altercation had taken place in the porter house of Daniel Sullivan, 33 Washington street, between John Lyons and John McLaughlin, during which Lyons, it is alleged, struck McLaughlin with his fist, knocking him down, and while prostrate on the floor kicked him repeatedly on the head, side and abdomen, thereby causing such terrible injuries that death ensued soon afterwards. The remains of the deceased were speedily conveyed to the Twenty-seventh precinct station house, and placed in charge of Captain Lowery. Immediately after indicating the fatal violence Lyons slipped out of the grocery and made his escape. Lyons is a fireman aboard an English steamer lying at one of the Brooklyn docks, and as he is known, it is thought Captain Lowery will be able to secure him. In the afternoon, the time, were Terence O'Connor, No. 8 Broadway; Michael Sullivan, a boy, living at 19 City Hall place; Patrick Walsh, 60 Columbia place, Brooklyn; and John McMurphy, all of whom saw more or less of the assault on deceased, and are detained by Captain Lowery to await the action of Coroner Keenan. The witnesses, although attending the quarter, were unable to know nothing of his origin. The boy Sullivan and the witness Walsh saw Lyons, when near the outer door, raise his fist and knock McLaughlin down; after which he kicked his prostrate victim several times about the head and body, reducing him at once to insensibility.

McLaughlin, it is known in the First ward, "Buster," is a single man, twenty-four years of age, born in Brooklyn, and lived with his parents at No. 2 Washington street, corner of the Church street police station, to his late residence. He kept a soda water stand at the Staten Island ferry.

By permission of Coroner Keenan the remains of deceased were removed yesterday afternoon from the Church street police station to his late residence, No. 2 Washington street, where Deputy Coroner Beach will make a post-mortem examination this afternoon.

THE GOSS MURDER CASE.

WEST CHESTER, Pa., August 18, 1873.

W. K. Underwood was arraigned to-day, charged on two counts with the murder of Winfield S. Goss and the murder of an unknown man. He pleaded not guilty on both counts. The trial is postponed until the morning of the 20th.

COLLISION AT SEA.

The Steamship Alabama Struck by the Bark Abeona.

Loss of the Captain and Seven of the Crew of the Latter.

Solution of the Reported Wreck of the Steamer—Her Arrival Yesterday.

Graphic Story of the Accident by a Passenger.

PERILS OF OCEAN TRAVEL.

Last evening the steamship Alabama, of the State line between here and Glasgow, came into port, to the great joy of the many to whom the news of her loss, transmitted across the cable, had borne a most painful interest. In a collision with a bark named the Abeona she lost one of her boats, which, drifting ashore on the coast of Ireland, at a point near Tory Island, thirteen miles from the scene of the accident, and bearing the name of "the Alabama," gave rise to the conclusion that the steamer herself had been wrecked at sea.

COLLISION WITH A BARK.

It is, however, painful to relate that the unhappy bark, along with eight of her crew, were lost in the fatal collision, not, as it would appear, through the fault of the steamer so much as by reason of the mistake committed by the bark. The Alabama was advertised to leave Glasgow on the 24 of this month, but failed to start until the 3d. She touched at a place called Larne, in Ireland, not far from Belfast, the same day, and left the day following for America. According to the official log, on the night of the 4th, at 11:50, the Innishtrah light was bearing east by south one-half south, sixteen miles distant. The wind was north-west, the night cloudy and the ship steering west-north-west, making about eight knots an hour. The lookout, Donald McMillan, reported a light about one and a half points on the port bow. The officer of the deck, Mr. George Hutchings, a short time afterwards got a GLIMPSE OF A RED LIGHT.

and ported helm. Immediately afterwards he lost the red light and put the helm hard to port along with ordering the engines to be stopped. Then he perceived a bark heading apparently up about north-north-east, crossing the bow of the steamer. Though an order was immediately given to reverse the engines, the bark went directly into them, striking them a little on the port bow and a little about the bark's fore-rigging. The time from the period of the collision until the bark went down is estimated to have been about four minutes. The engines were again stopped and the steamer hoisted in command of Messrs. Hutchings and Miller, lowered away in search of any survivors. Boys and ropes were thrown overboard, to one of which a man who was swimming close to the steamer's side succeeded in clinging and was picked up by the port quarter boat, in charge of Mr. Miller. Another man drifted alongside on part of the wreck and was

RESCUED BOARD.

A third was rescued from the bark's boat, which was full of water. The steamer's crew, from the fact of the collision, were in the vicinity of the wreck for two and a half hours, but failed to discover any further traces of the crew. The port quarter boat was hoisted up with some difficulty, but the steamer did not stove in and was lost altogether, but the men who were in it were saved. The steamer remained in the vicinity of the wreck until the morning of the 5th, when it was daylight and clear weather, and nothing further of the wreck being in sight, and the crew not having incurred any damage, they proceeded on their journey.

The foregoing is the steamer's account of the collision. From the account of the bark, given by Mr. Hutchings, it appears that the bark was in the vicinity of the wreck for two and a half hours, but failed to discover any further traces of the crew. The port quarter boat was hoisted up with some difficulty, but the steamer did not stove in and was lost altogether, but the men who were in it were saved. The steamer remained in the vicinity of the wreck until the morning of the 5th, when it was daylight and clear weather, and nothing further of the wreck being in sight, and the crew not having incurred any damage, they proceeded on their journey.

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AGRICULTURIST PROSPECTS.

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who was at the wheel at the time of the disaster, and Charles Danker, of Lubec, Germany. The bark, eight months since, after being driven from Glasgow, by the crew, proceeded to Pernambuco, thence to Montreal, where she loaded with wheat and flour for Glasgow. One of the managing owners, Mr. Caldwell, who is in New York, has been informed by the captain of the bark, a sea captain for many years, that the bark was on her way to Glasgow, and will proceed according to the directions of the British Consul—most likely to return to Glasgow to give evidence before the Board of Trade. The nine cabin passengers, including the captain, were all killed. In Captain S. E. Flint and the other officers of the Alabama, and connect the cause of the casualty in no wise with them. What appears to be the unfortunate cause of the calamity was the order of the mate of the Abeona to starboard his helm when he saw the steamer at so little distance, and a high sea, made the error inevitable. The Alabama had over one hundred passengers, all told.

OBITUARY.

Rev. Gardiner Spring.

This gentleman died yesterday, in the eighty-ninth year of his age. Some time ago he published an autobiography, in which the following details of his life came to light:—Dr. Spring's father was a personal friend of James Madison, and one of two letters of that early President are published by the deceased. One of these, dated in September, 1812, expresses the writer's regret at the opposition made in some quarters to the then impending war with England. "I will not conceal the surprise," writes Mr. Madison, "the pain I feel at declarations from any portion of the American people that measures resulting from the national will, constitutionally pronounced, and carrying with them the most solemn sanctions, are not to be pursued into effect without the hazard of civil war. This is surely not the legitimate course; neither is it the language on other occasions heard from the same quarter, nor a course consistent with the duration or efficacy of any government."

Dr. Spring's father was a chaplain in the Continental army, and accompanied the expedition to Quebec under General Arnold and Colonel Burr. He was on the Plains in the latter part of the year 1791. Long after this, when in New York, Mr. Spring wished to see his father, but was advised not to call, as the latter, since the duel murder of Hamilton, had lost casts. But just before leaving the city Mr. Spring went to his son, the present Doctor, and said, "I must see Burr! We went through the woods together; I stood by his side on the Plains of Abraham and when Montgomery fell. I have not seen him since, and I must see him before I go. The last time I saw him was after Montgomery had fallen, and little Burr, up to his knees in snow, was trying in the face of the enemy to bring off Montgomery's body." So the two Springs and Burr set out on their journey. Mr. Spring and Burr called on the latter, who seemed to have preserved a very entertaining visitor, though he greatly offended some of the company. He expressed his regret that he was a coward. Rev. Mr. Spring died in March, 1819. His son arrived at his home too late for the funeral, and had the grave uncovered, that he might see the spot at which his father's body was buried. Dr. Spring also gives an interesting biography of his mother. The life of this excellent woman was a noble one. Her husband was a sea captain, and she is a record of maternal care, fondness and solicitude. At last Dr. Spring comes to himself. He was the oldest son, and was born at New York, in the year 1784. He was educated at the first free school in New York, and his first recollection was his "propensity to envy." He gives a character of himself worthy of any man, and as a father, as a friend, as a brother, as a citizen, as a man, and as a Christian. He was a man of a high and noble character, and his life was a noble one. He was a man of a high and noble character, and his life was a noble one.

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