

SPAIN.

Bombardment of the City of Alicante by the Insurgent Navy.

MERCHANT SHIPPING MOVED FROM PORT.

British, French and German Men-of-War in Position as Neutral Spectators of the Solemn Event.

Five Hundred Projectiles, Petroleum Bombs and Others, Sent Into the Town.

Prompt Reply from the Forts and Batteries and Eventual Crippling and Retirement of the Assaultants.

Bulletins Describing the Radicalist Tactic, Its Intent and Effect.

Republican Naval Reinforcements.

TELEGRAMS TO THE NEW YORK HERALD.

MADRID, Sept. 27.—Evening.

The efforts of the foreign Consuls to prevent the bombardment of the city of Alicante by the Spanish insurgent men-of-war failed.

Admiral Yelverton declined to go beyond his instructions from London, which were "to maintain an absolutely neutral position."

SOLEMN PREPARATION FOR A SERIOUS EVENT.

All the merchant shipping left the port and anchored at safe distances outside.

THE FOREIGN FLEETS IN POSITION AS NEUTRALISTS.

The British fleet was moored within the harbor, on the right; the French on the left of the harbor, and eleven other foreign men-of-war, including Imperial German vessels occupied the centre.

READY TO FIRE.

Inside of these lines the Spanish rebel iron-clads Numancia and Mendez-Nunez took up their position and prepared to bombard the place.

The German commander at the last moment offered to stop hostilities, but the English and French commanders refused to join him in the act.

FIRE OPENED WITH DEADLY INTENT AND HEAVY DAMAGE.

The bombardment was opened at five o'clock this morning, 27th inst., and 500 projectiles, some of which were filled with petroleum, were thrown into the city.

Great damage was done, and several edifices are now in ruins.

PROMPT REPLY AND THE ASSAULTANTS CRIPPLED AND IN RETREAT.

A vigorous government fire was returned from the forts and batteries on the shore with effect, for at the end of seven hours the rebel iron-clads shipped cables and withdrew in a damaged condition.

A SCENE OF "WANTON OUTRAGE" CLOSED.

Spanish Minister Maignave telegraphed to Madrid at noon to-day, that the bombardment had ended and declared that it was "a wanton outrage which should be held up to the reproach of Europe."

REPUBLICAN NAVAL REINFORCEMENTS.

The Spanish men-of-war Vittoria and Almansa, recently released by the British, will be despatched to the relief of Alicante.

CABINET ATTENTION TO THE LOCAL CONDITION.

General Ceballos and Minister Maignave arrived at Alicante on Friday, 26th inst., and were enthusiastically received by the people.

Bulletins from the Scene of the Bombardment.—The Insurgent Cannonry Tactic and Intent.—Ministerial Encouragement to the Loyalists.

MADRID, Sept. 28, 1873.

Further particulars of the bombardment of Alicante show that the insurgents directed their fire chiefly at the castle, which overhangs the town at an altitude of 400 feet, hoping that by the fall of its walls a part of the city might be destroyed.

One shell struck the public building in which the national and city authorities were assembled.

The city walls are damaged in several places.

The rebel vessels at one time came close to the shore, but they were driven off by a rapid and well-directed fire from the jetties.

The Mendez Nuñez lost her funnel.

Minister Maignave visited the most assailed points during the action and encouraged the men at the guns.

A Highly Important Duty at the Hands of the Cortes.

MADRID, Sept. 28, 1873.

The Cortes, on reassembling, will proceed to the election of a President of the Republic.

Senors Castelar and Salmeron are the most prominent candidates.

OBSCURE TRANSPORTATION.

A Convention of Anti-Railroad Monopolies To Be Held in Chicago.

CHICAGO, Sept. 28, 1873.

The State Central Committee of the Illinois State Farmers' Association has issued a call to farmers' clubs, granges, farmers' associations, agricultural societies, boards of agriculture and other organizations of the industrial classes of the United States, requesting them to send from their own numbers, identified with their interest, one delegate from each organization, to meet in Chicago on October 22, for the purpose of discussing the prevailing overcharges in transportation, to insure a perfect organization of the agricultural and other industrial classes who chiefly suffer from the exactions, and to take such measures as shall secure prompt and efficient legislation that shall end in the complete extinction of all railroad and other monopolies now preying on the productive interests of America.

CUBA.

Progress of the War Against the Insurrection—A Severe and Fatal Skirmish.

TELEGRAMS TO THE NEW YORK HERALD.

HAVANA, Sept. 28, 1873. The Spanish forces captured without resistance an encampment of 500 huts in Jova. In a skirmish on the 20th inst. with the insurgents the Spaniards killed ten and took several prisoners. The Spaniards had six wounded and twelve bruised.

Bankers and Merchants Becoming Panicky. There is a panicky feeling here among bankers and merchants.

THE LAND OF THE UTES.

Great Value of the 400,000 Acres Ceded to the Government—Land Bearing with Gold and Precious Metals—A Wonderful Story if True.

Mr. Thomas C. Cree, Secretary of the Board of Indian Commissioners, arrived here to-day. He brings with him a copy of the Brunet Ute Treaty, signed by the Indians. In company with six Indian chiefs, Mr. Cree spent a week exploring the Brunet purchases. They visited the San Juan mining region and report it immensely rich in gold, silver, copper, lead, iron and coal. Five hundred valuable leads have been located, and one mine, the only one fully tested, is yielding, with poor machinery, \$1,000 in gold per day.

The "Little Giant," sold, with title, to a Chicago company for \$500,000, and, since the treaty, is valued at \$1,000,000. Improved machinery is now en route for the mines. A mine with better indications on the same lead is being negotiated for \$400,000. The ore from this lead yields from \$2,000 to \$5,000 per ton. Another lead undeveloped yields \$8,000 per ton. The country is very rich in silver, one lead being very rich, a vein six feet thick having been found. There are immense veins of copper cropping out on the surface, none of which are taken up. Iron and coal lie in close proximity, the latter being of superior quality for smelting purposes. Fifty town lots were located on the news being received that the treaty was signed. The country is immensely rich, and with capital to develop it is good for \$100,000,000 worth of precious metal. Mr. Cree and party spent three days in the mountains crossing three main specimen ranges of the Uncompagres and San Juan Mountains, crossing at altitudes from 12,500 to 15,000 feet in the open air, riding through rain and snow over steep hills and through fallen timber, swamps and rocks. They report the country as being the grandest in the world for mountain scenery. At one point they saw about 100 peaks, from 14,000 to 16,000 feet high. The mining region is surrounded by a good chain of mountains, and the country is rich in the most valuable mineral land. The proceedings were in the shape of an article of agreement, and do not come under the head of a treaty which is forbidden by law.

WEATHER REPORT.

WAR DEPARTMENT, OFFICE OF THE CHIEF SIGNAL OFFICER, WASHINGTON, Sept. 29—1 A. M. PROBABLES.

For New England the pressure will diminish, with fresh and occasional brisk winds from the southeast and southwest, increasing cloudiness and possibly occasional rains.

For the Middle States fresh and brisk southerly to westerly winds and partly cloudy weather, with rain, especially for the northern portions.

For the South Atlantic States gentle and fresh east to south winds, partly cloudy weather and cool rains.

For the Gulf States, east of the Mississippi, gentle and fresh southerly to westerly winds, partly cloudy weather and occasional rain areas.

For Tennessee and the Ohio Valley partly cloudy weather and rain areas, but followed by winds veering to west and northwest and clearing weather.

For the lower lake region cloudy weather and rain areas, the winds veering to west and northwest, with clearing weather and lower temperature.

Midnight telegraphic reports from the upper lake region and throughout and west of the Mississippi Valley are missing.

The Weather in This City Yesterday. The following record will show the changes in the temperature for the past twenty-four hours in comparison with the corresponding day of last year, as indicated by the thermometer at Inman's Pharmacy, 112 Broadway:—

Table with 4 columns: Time (3 A. M., 6 A. M., 9 A. M., 12 M., 3 P. M., 6 P. M., 9 P. M., Average), 1872, 1873. Shows temperature fluctuations for both years.

Average temperature for corresponding date last year.

NEW BOOKS.

"The Irish Race," by Rev. Aug. J. Thebaud, of the Society of Jesus, and published in handsome form by D. Appleton & Co., is a book treating its subject in a style which is at once fresh and vigorous, philosophical and eloquent. There is no doubt that too much friendly sentimentalism on the one side and inimical iconoclasm on the other have tended to cloud the common mind regarding the history and the attributes of that portion of the Celtic race which made Ireland its home. The learned author of the work before us is a Frenchman, and brings to his subject deep research, wide reading and a distinguishing calmness—the latter a rare quality with writers on Ireland and the Irish. The standpoint from which he observes most of the last glories of the race is that of religious faith; but the treatment is fair and open and has the saving merit of being pointed with fact and freed from cant. It is not so much Irish history as its philosophy which he has spread before us; and, no matter how much may have been said against the conclusions he deduces, no treatise on either side has been so clearly and candidly written. From a mass of confusing details which warn the ordinary reader of Irish history Mr. Thebaud has constructed a whole which he treats from various points of view—racial, epochal, religious, political and social—and, in each case, triumphantly evoking from the facts the deductions which he has anticipated in a model preface. His view of the struggle between the Irish clans and feudalism may point to an admirable instance of his style. His homage to the learning of Ireland of the seventh, eighth and ninth centuries develops in its course the cause in race character, which, when, as now, isolated Ireland from Europe. There is an ingenuity in his following up the idea that the Celts have never been seafarers, which again he attributes to the race character. 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