

SPANISH ANARCHY.

Don Carlos, der "Llorando-nada" (tears white mud and fell senseless under his white Andalusian stallion.

Purposes and unbusiness-like as all these military promulgations of a Pretender may look abroad, I must confess my belief that Don Carlos has done more for his cause by this tiresome journey through Navarre, Alava and Biscaya than he could have done by a dozen of those mountain battles in which several thousand cartridges are used on both sides for the purpose of killing two and wounding three men.

But amidst this and similar showy marches some more serious business was also transacted. Brigadier General Velasco, holding the superior command of the Carlist forces in Biscaya, met at Orduña, reported his having begun the siege at Bilbao with six battalions, and asked his master to pass a review of the remaining four. It would be quite unfair not to mention here the really excellent state of the troops under his orders. They are positively the best clothed, best drilled, best armed and best disciplined Carlist troops I have seen yet.

The generals commanding in other provinces explain it by the fact that Biscaya is a richer province and that the Carlists there had not yet seen much in the way of fatigue and fire. But on the other hand, it ought not to be forgotten that while clothing and arms are a question of money, discipline and drill are not, and sure it is that within a few months of its first organization the Carlist army in Biscaya, numbering at the present moment ten battalions (about 8,000 men), had been brought to a much higher standard than any other portion of Don Carlos' troops. Old soldiers of the Seven Years' War say here that the Navarre battalions contain the best fighting elements. That may be, and every one will certainly soon have an opportunity to judge of the respective qualities of these various corps. But at present it must be said that while the "Biscainos" look like well-drilled militia, dressed in blue and red cotton blouses and armed with first rate Springfield guns, the Navarre battalions even now, when brigaded and led by Don Carlos himself, look still very much like a disorderly mass of armed ragamuffins dressed in every one of their pieces and armed with anything that can be got.

Velasco's forces present also another interesting feature. Of the ten battalions he has formed eight only are "Biscainos," while the two remainder are Castilians. Now this is highly important. The two Castilian battalions will soon form the nucleus of a separate Castilian force and before such a force has been got up there can be little thought of crossing the Ebro, for the provinces of Castile would not stand an invasion of Navarre and Biscaya men only. They will rise only in so far as Carlistism shall be represented to them by their own men, not by men of other provinces.

THE ENGLISH PRESS is constantly urging upon Don Carlos to cross the Ebro if he desires to be regarded with proper respect by London and writers, and in this that press shows an utter ignorance of Spanish affairs and Spanish character. If Don Carlos enters Castile with three or four Castilian battalions and plenty of firearms he can, within a few days, have quite an army there, which his Navarre, Biscaya and Guipuzcoa troops will simply reinforce with tried strength. But if he attempts entering the provinces of Castile with the troops he has now, he will appear as a conqueror entering by the help of strangers and will be received accordingly. By forming the two

CASTILIAN BATTALION Velasco has built the first arch of the bridge by which Don Carlos can some day cross the Ebro. But if our journey through Biscaya presented many business like features, it had its comical side also. In the first place all Europe was fancying, thanks to Bonazzi's telegrams, that Don Carlos had marched with the whole of his forces on Bilbao, while he was simply making a show of his person. We never approached Bilbao nearer than ten or twelve miles, and none of the young Pretender's generals would have allowed him in that way to throw both himself and the whole of his troops into a venture which, if unsuccessful, would not have left any escape except the sea, since all the republican troops were concentrated at Vittoria and could come to the rescue of Bilbao within something like twenty-four hours. Still the rumor was spread that we were marching on that rich seaport, and General Sanchez Bregua moved with something like eleven thousand men and a great number of cannon from Vittoria on the very same day when we were witnessing the Guerales festivities. We learned of this on the next day, when we had ourselves started from Zornosa towards Durango, on our way back to the Alava and Navarre. We were already half way from Durango when the news reached us, and though we could muster nearly 10,000 men with the four Biscaya battalions not engaged in the blockade, the generals thought it more reasonable to return to Zornosa and to watch from a little village behind that town, what the enemy's intentions were. In the meantime the republicans learned that we were moving on them just as we did of them, and the comical point was that they did exactly what we did—that is to say, turned on the Bilbao-Vittoria road and marched to Yargara and thence on San Sebastian, leaving us to do what we pleased. In this way the two armies presented the curious spectacle of apparently marching on each other and turning their backs to each other, as soon as it became evident that they must meet. The truth was, however, that Sanchez Bregua, believing that we were going to take Bilbao, wanted to attack us from the rear or to get us at a disadvantage while we were engaged in street fighting with the Bilbao troops and militia, but as soon as he learned that we were marching away from Bilbao, he thought it safer not to expose himself to a fight in the mountains.

BILBAO affair, of which a good deal has already said, and still more is sure to be heard, requires a few words of explanation. Bilbao, as it is well known, is not a fortified place, but is one of the richest ports of Spain, and although not very republican in its tendencies, is by no means as thoroughly Carlist as the rest of Biscaya. What the Carlists want it for is its money. All those merchants who are known to be opposed to Carlistism would have to pay heavy, and not very certain, taxes if they were to sit on a seat of some central Carlist government. But as a port it is of no value to them, for a couple of cruisers could always prevent any war supplies reaching Bilbao. In this respect the Carlists rely much more on the daily decreasing severity of the French Custom House on the land frontier than on any seaport. Consequently the plan of Velasco is not to hurry with the capture of this city and not to lose any considerable amount of men in the operation. He simply blockades it. He has already cut off its water supply so that the Bilbaoans are compelled to drink from the river Nervion, the water of which is always strongly salted when the tide comes in and is muddy when it goes out, and has stopped provisions entering the city from the country. He is sure the merchants will get tired of this, and will send some way for supplying the place; in fact, some overtures in that sense had already been made to the Carlist General. To take the city by an assault would involve a great loss of men, a desperate resistance on the part of the civil population and great difficulties in keeping the place subsequently. Besides, the blockade is most efficiently carried out, with only six battalions of freshly recruited volunteers, and gives them a good opportunity for being drilled in actual service. It has also a strategic importance. It must ultimately divide the republican forces. There are at present

THREE DISTINCT CORPS OF CARLISTS in the northern provinces. The first, that of Don Carlos himself, with Elio, Dorregaray, and some 5,000 men; the second, that of Lisarraga, with about the same number operating in the Guipuzcoa and the northern portion of the Navarre; and the third, that of Velasco, with about 8,000 in Biscaya. Being nearly compelled either to divide their forces to pursue the enemy or to allow him to take unchallenged possession of the country, the republicans have in the operations on Bilbao another troublesome business added so that already on hand. Upon this increase of Carlist forces in Biscaya and the recent landing of arms, which brought the number of well armed Carlists to over 20,000 men (for to the three corps a number of flying bands

must be added, and some 5,000 men posted along the French frontier), and the entry of Don Carlos-General Sanchez Bregua wrote to Madrid refusing to undertake any operations unless 10,000 more troops were sent to him, and ordered at once the evacuation of all the fortified places, of which until lately there was in various parts of the provinces a much greater number than is generally supposed. At the present moment the Provinces of NAVARRA, ALAVA, BISCAYA AND GUIPUZCOA, with the exception of large towns like Pamplona, Vittoria, San Sebastian and Tolosa, in full possession of the Carlists. Longer than any of the smaller places did the republicans keep Vergara, Elizondo and San Esteban, but the first of these places was captured the other day, after a short fight, by Lisarraga, while the two others were entered by Dorregaray's troops without a shot, the enemy having taken flight. As a matter of course the fortifications of such places are destroyed as soon as the Carlists enter them, and the population known to be favorable to republicans heavily taxed. The worst of this usually falls upon the families of young fellows who have enlisted in the militia (micheletes) or in the voluntarios de la libertad.

This evacuation of small forts is a very important one for the Carlists, for besides making them full masters of the country and rendering the communications along the high roads so secure to them as to make the use of mountain passes almost unnecessary, it must prove in the long run to save them a great number of men and much ammunition. For some of these forts are very strongly built, and were desperately defended by the militia and caused considerable losses to the Carlists before they were taken. For instance, on the eve of the day when the junction of Don Carlos with Dorregaray was made at Salinas de Oro, the Carlist general was nearly the whole afternoon engaged in taking the little fort of Iberia, which had a garrison of no more than 150 men, and which cost the Carlists all their artillery officers, shot down like larks, and a considerable number of infantry (among whom, by the way, the first and best was an Irish hawtiter, Mr. Taylor, who had just entered the Carlist ranks as a volunteer).

But, considerable as is THE INCREASE OF THE CARLIST FORCES, and as are the advantages they have already gained, there is one point in which they remain rather worse than stationary, and that is in the organization of THEIR CAVALRY. Never in my life did I see, or even did I ever expect to see, anything so abominably bad. In the first place the total number of horsemen they possess (the staff officers, of course, not included) does not exceed 300, and all of these are men to whose chief business it should be to train and drill their unit. Their unit is something incredible. After ten and twelve hours' mountain marches they go on galloping about the country either in search of water for the horses, or still more often in search of some vegetables or poultry for themselves. The poor animals remain sometimes a whole day without any food at all, and heavy blows are the only reward they ever get from their masters, when they become somewhat troublesome either from hunger or from the perpetual attacks of the moscos, those merciless enemies of Spanish horses and mules (a peculiar, big, flat Spanish fly), which render animal life in the Pyrenees during the months of August and September perfectly unbearable. All sorts of efforts seem to have been made to improve the cavalry, but they have turned out fruitless. The Navarre men do not seem more to take care of their horses, and it is proper to say that they are capable of dispensing with stinking oil, garlic and saffron. The commander of this cavalry, Señor Perula (a late lawyer, by the way), got during these last six months over 1,000 horses, and has lost more than 700 of them. And it is certainly not on the battle field that he could have lost them, for his men charged only once during that time (at the battle of Erol, and an excellent charge it was). The horses were lost through sheer ill-treatment and want of food. This state of the cavalry causes great anxiety to the generals, as they know that beyond the Ebro little can be done without good horsemen, and their only hope, as yet, seems to be the probability that some of the republican cavalry regiments will pass over to the Carlists.

I need not give any detail of our return journey from Biscaya, since we had no fight, and marched quietly through Vittoria de Alava, the Baracana and along the high road of Pamplona. Within sight of that city we turned a little to the northeast, took, yesterday, possession of the fort of Burguete, which the garrison ran away, leaving 12,000 cartridges, and are now, as I telegraphed you already, about to march towards the frontier of Aragon. The staff rumor is that Don Carlos, besides expecting to drive the main forces of the enemy before him, and thus to render the task of Velasco and Lisarraga more easy, intends trying whether Aragon cannot be made to rise, and thus the Carlists of Catalonia brought in direct communication with those of the Basque provinces. It is said, even, that we shall, perhaps, march to Catalonia. I give all this for what it is worth, and nothing is certainly more certain here, and sceptical people say that when Don Carlos himself does not always know whether Elio will carry him.

In my next I shall try to give you an idea of the staff of Don Carlos, the individuals who compose it and the leading spirits of the party.

CRIME IN PHILADELPHIA. The Knife and Pistol on Sunday in the City of Brotherly Love. PHILADELPHIA, Sept. 7, 1873. A desperate conflict took place this afternoon on board a canal boat, at Fairmount, between the captain of the boat, Daniel Martz, and William Haines, a negro. Martz, who shot Haines several times in the arm, was arrested and held in \$800 bail. The negro, who is said to be an escaped convict from Pottsville, has been removed to the German Hospital, it is reported, and is certainly not a white girl, and that since his escape, although engaged in several lawless proceedings, he has carefully evaded the vigilance of the police. A telegram was once forwarded to Pottsville, asking whether Haines was needed there, to which was made the answer—"He is a fugitive; bring him here at once."

SUDDEN DEATH OF AN OLD LADY. SCRANTON, Pa., Sept. 6, 1873. The passengers on a street car plying between Scranton and Hyde Park were thrown into a state of consternation and excitement this forenoon, owing to the sudden death in the car of a strange old lady, dressed in black. She entered the car at Hyde Park evidently in good health, and evinced no symptoms of the evil which was untroubling her in the race of life, until she arrived at the foot of Franklin avenue, and the old lady took up her parcels and was about to leave, when suddenly she uttered a feeble moan and fell back on the seat. The conductor of the car raised her up in his arms, but, with the exception of a few spasmodic twitches of the lips, every sign of life had departed. The City Hospital, was immediately sent for, and pronounced life extinct. The remains were taken in charge by the Chief of Police, and removed to the City Hospital.

DEATH IN A LUMBER YARD. Yesterday morning, about nine o'clock, the body of an unknown man, about fifty-five years of age, with sandy hair and side whiskers and dressed in black frock coat, tweed pants, plush vest, white shirt and low cut shoes, was found lying in Young's lumber yard, corner of Goerck and Third streets. The body was sent to the Morgue and Coroner Young notified.

GRAIN AND THE GRANGERS. Views of the Transportation of Grain.

RAILWAYS V. S. CANALS. Variance of Opinion on the Economy of the Two as Freight Ways. THE WEALTH OF THE WEST. How Farmers Contribute to the Needs of New York.

TRANSATLANTIC TRANSPORTATION. Merchants, Shippers, Importers and Transporters on the New Farmers' Movement.

THE EFFECT OF THE GREAT GRANGER MOVEMENT on the mercantile and commercial interests of the country is best analyzed by obtaining the views of leading merchants on the subject. A class interested mainly in the prosperity of all parts of the country and, to some extent, indifferent to the political possibilities, is best informed upon the mercantile prospects of the movement, while in its political phase there may be the trickery and diplomacy which inevitably enter into all movements of a purely political character. Following out this idea, the reporters of the HERALD have succeeded in obtaining the views, not only of well-posed merchants and statisticians, but also of the general freight agents of the great railroad, canal and steamship lines.

MERCHANTS ON 'CHANGE. At the Exchange in Whitehall street recently a reporter mingled with the representatives of the more than 2,000 merchants who form the New York Produce Exchange Association, and endeavoring to ascertain the ideas of the leading men upon the absorbing topics of farmers' combinations and transportation. Most of the attendants were intent on selling or buying, and seemed to have devoted small thought to these topics, appearing to take it for granted that, as New York has now the lion's share of the business of finding a market for the farm products of the Western provinces, the same conditions will continue, and her wharves and storehouses will still be the great food depot of the Continent, while her market will remain the regulator of the value of crops, and the source from which the farmer or planter must draw his money in exchange for corn, wheat, cotton, wool, meats and other merchantable products. They have the management of an immense trade in their hands, and probably many of them hardly trouble themselves about the sources from which their staples come, the means or routes by which they are brought to their stores or the cost of their transportation. When addressed on the subjects which are agitating the farming class throughout wide sections of the country several replied that they had paid little attention to them, and were, if not ignorant, at least somewhat indifferent, thereupon. Others, of the more thoughtful, professed an interest in the matter, and were glad that the organs of public sentiment are instructing their readers upon the nature and tendency of movements which are likely to have serious effects upon all branches of trade and industry.

Views of a Foreign Shipper. Among others, the representative of the HERALD was introduced to a prominent shipper of grain for the British market. This gentleman affirmed that he had not studied the matter of transportation in all its details. He had looked at it only as a geographical problem, and in that view he considered the three water routes—by the lakes, the Canadian and Erie canals, and the Erie Canal, the New York canal and by the Mississippi. For a portion of grain certainly the climatic conditions are against New Orleans, and Canada has advantages over New York in cost by reason of the possibility to carry large cargoes without change from the upper floors of a canal, or the expense of the Atlantic ship, or even, if preferred, to continue the voyage to Liverpool in the same ship which cleaves the ocean.

REPORTS—Are not these advantages of the Canadian route overbalanced by its closing during winter? SHELTER—Certainly that is a drawback, but then the New York canal equals labor under that difficulty. To overcome that we should have a large canal, mostly by rail, to the Erie Canal, to meet the winter's demands. In my opinion the railroads can compete with waterways in transport of such heavy and cheap commodities as grain. Interest on the cost of corn at fifteen cents a bushel in Illinois would amount to very little in computing the value of time in a comparison of the railroads with the Erie Canal, and it is unnecessary to handle the grain more times and it is subject to a large wasteage.

REPORTS—Do not the railroads make good the delivery? SHELPER—In some cases they do. As a rule I should say that on through shipments over long distances, mostly by rail, the cost of carriage will be likely to say from Buffalo to New York. Much is shipped or leaks from the cars; but when one of the railroads is subject to the delay of the delivery in full there is not likely to be any loss.

REPORTS—Is not the corn brought here in better order by the cars than by boats? SHELPER—Don't you know that here that may be, but for ocean shipment it is better to select grain which has arrived in good condition by boat. If it is to be carried by rail, it will be safe to expect it to cross the ocean unharmed; but if it is already heated one can see and reject it. My notion is that in the item of cost of transportation on grain, the railroads, with water carriage for such coarse articles. A case of silks or furs would require to be moved rapidly to the Pacific. This road should be built, not only but not so a cargo of wheat. When the Erie Canal locks are all doubled and the bed completely enlarged the boats will bring 600 tons each, instead of 300 as at present. The Erie Canal carrying capacity will greatly reduce the cost of bringing the grain here.

Views of a "Heavy Dealer." Pursuing the inquiry into the interests and opinions of New York merchants relative to the Granger movement and the transportation problem, the reporter called upon Mr. B. P. Baker, of Pearl street and Old Slip, a heavy dealer in grain and cotton. This gentleman was fully alive to the importance of these subjects to the commercial community of this city. He had just left a meeting of merchants, preliminary to the mass meeting to be held at Cooper Union on the 10th inst, to discuss the needs of New York for improved and cheaper freight communication with the great producing sections of the Union. He expressed his conviction that, to enable New York to maintain her position as THE CHIEF MARKET OF THE CONTINENT, she has to take care that no other Atlantic port shall be able to offer cheaper freight rates from the great interior grain centres. He fully endorsed the proposition made editorially in the HERALD some months ago of a grand double track trunk freight railway from Boston, Baltimore and Philadelphia to New York, and the Gulf of Mexico, extending as far west as Omaha or Salt Lake, and eventually to the Pacific. This road should be built substantially, over the easiest lines, and be devoted exclusively to the running of freight trains, moving at an uniform rate of speed, the freight subject to no detentions, breaking bulk from the conditions of construction and operation, be able to carry freight at a VERY GREAT REDUCTION from the present actual cost, which is much enhanced by the greater wear of the roads, and by the necessity of stopping to wait and lose time in avoiding passenger cars moving on the same lines. Mr. Baker said other cities can now offer lower rates than New York can. Boston, Baltimore and Philadelphia have roads built by merchants who control them for the interests of their cities, whereas the New York road is controlled by capitalists who have no direct stake in the commercial prosperity of this city. Canada has the advantage over us in that the inland canal vessels can carry grain directly without breaking bulk from the wharves of Chicago or Milwaukee to the St. Lawrence, and make the transfer immediately into the market, avoiding all cost of intermediate handling.

THE PROPOSED MEETING. In reference to the meeting to be held Mr. Baker said it was proposed to open the eyes of New Yorkers to the conditions upon which this city

Views of the Freight Agent of the Cunard Line.

MR. ALLEN, general transportation agent of the Cunard line of steamers between New York and Liverpool, on being questioned as to the effect on Granger movement has had or might have on freight rates across the Atlantic, said that so far it had not affected

THE CONVEYING TRADE. "We have our bottoms full," he said, "and always have at this time of year. The great inland railway lines supply us, of course, in great measure with produce, grain and provisions for the Eastern market, and if some such separation were to stop them from carrying, we might be driven to carrying ballast. But no such effect has yet been visible from this movement.

"Is such an effect likely to have a future?" "No. The effect of lowering the freight tariff on railways would do us good rather than harm, or, if the railways were increased, as seems to be one of the propositions, we would rather be gainers by it. The roads are

GREAT ADVANTAGES TO NEW YORK. to convey cargoes to us, and the more we have of them the better."

"It is said the steamers all have now more than the cab capacity."

"Undoubtedly the lines are doing well in the way of freight, but I think Mr. Edson is wrong in saying that freight rates are taken as a security. They may mean sailing freights and may be right so far as that goes, but our freights are not all taken for that time, nor do I believe that the carrying over the steam lines are much greater than the sailing tonnage, still not."

"The steam tonnage is much greater than the sailing tonnage, but it must be remembered that 1,000 of steam tonnage is equivalent to three times 1,000 of sailing tonnage, because it can make the trip to Europe in half the time."

"Still there is a complaint of LACK OF SHIPS?" "Yes; but it ought to be rather a complaint of increase of business, and if more shipping than we ever had. The trouble is we have so much more carrying business than ever. An increase of railroads, or of steamers would probably not hurt any of us."

Views of the Williams & Gorton Freight Agent. Mr. Underhill is freight agent of the Williams & Gorton line, and was found at his office in Wall street, where he expressed his views on the subject very readily.

"Water will seek its level," said he, "and the produce of the country will seek a market in New York city. If there are not railroads enough there are plenty of moneyed men willing to build them, and if ships are lacking they can be had for money."

"It is stated that ships are greatly lacking."

"It is merely a matter of prices. If they will pay the same rates they pay in San Francisco they can have them. Of course the immutable law of supply and demand will regulate the matter. The same alone settles these questions. A sailing year ago New York had 1,500 ton packets sailing from this port every week, and the demand was so great she has none now and imagines that she has no ships. The bottoms are here, but the flag is different, that is all. Of course the carrying over is the same. It is true that the carrying over is paid off at their homes and spent their money there, and when you count up the number of seasons in port this winter, it is not so great a consideration; but the underlying and main cause of the outcry for more ships is

PAID OFF AT HOME. which certainly is very scantily represented in the mercantile service."

"Will the Granger movement have any effect upon our tonnage?" "It may. Prices on railroads may be reduced so low that the grain may flow in in even greater quantities than now, and the demand for steamships may be increased. More ships may then become such a general, undeniable necessity that Congress may be compelled to legislate."

Certainly the great steamship lines would not oppose that. They would build to suit the demand of private parties who would be interested in that the farmers' movement may have ramifications greater than the originators expected. They built better than they knew."

BROOKLYN POLICE MORTALITY. Three Officers Die Within the Past Three Days. There have been three deaths among the Brooklyn police within the past three days, a most remarkable and unusual occurrence in that Department. Patrolman William Kindred, of the Ninth sub-precinct, died on Friday last of scarlet fever, and was buried yesterday afternoon. The remains were followed to the grave by a detachment of his fellow officers. Deceased, who was quite a young man, was married and leaves a wife and two children. He was appointed on the police March 3, 1873, and has been regarded by his Captain as an energetic and efficient officer.

Detective Charles Videto died from the effects of a combination of diseases which entered upon at the residence of his family, No. 97, Clermont avenue. He leaves a wife and two children. Videto was appointed on the police of Williamsburgh, November 16, 1864, and remained in that department until 1867, when he was appointed a detective, under the Metropolitan Police, and entered upon his duties as such at the Brooklyn headquarters. He has been engaged on some of the leading criminal cases that have been worked up in that city during the past four years. Superintendent Folsom declares him to have been "a first class officer and a very intelligent man." He was last engaged in a case which entered upon and retted a great deal because of the ill-success of their efforts and the severe criticisms to which they were subjected by the press. Deceased, who was forty-two years of age, was a native of New Jersey. The funeral will take place on Wednesday next. The colors will be hoisted "half-mast high" on headquarters of the Metropolitan Police.

Officer John Fox died of consumption yesterday morning. He was about thirty-five years of age and leaves a family of six children. He was one of the bravest and most faithful men on the force, was appointed patrolman January 8, 1867, and for several years performed duty in the Second Precinct. In 1870 he was assigned to duty as Court officer in Police Justice Walsh's Court, to which position he was attached up to the time of his death. He was a member of the Mutual Benefit Fund. The funeral will take place today.

THE CHEAP TRANSPORTATION MASS MEETING. A mass meeting of merchants and others interested in the subject of cheap transportation is announced to be held at Cooper Institute on Wednesday evening next. Mayor Havermeyer will preside, and the subject will be discussed by eminent speakers. It is expected that the United States Senate Committee on Transportation Routes will be present, as well as the Transportation Committees of the State Senate and Assembly. More than 500 persons are expected to be present. The meeting will be held at Cooper Institute, and it is probable that there will grow out of this meeting an association which will have as its object the great question of transportation with which the interests of our city, our State and our nation are so closely identified.

THE NEW YORK SANGERS' FESTIVAL. The delegates of the fifteen singing societies composing the New York Sangersbund were in session yesterday morning at the Germania Assembly Rooms, No. 291 and 293 Bowery. Mr. William Key, the President of the Bund, in the chair. The meeting was called to complete the arrangements for the grand Sanger festival, which will take place next summer, in honor of the twenty-fifth anniversary of the Bund. The festival is to last three days, and the first day the singers from abroad will be duly received, the next day a grand concert and prize-singing will take place; the third day is reserved for a grand procession and open-air festival. An executive committee was appointed and instructed to nominate sub-committees till the next meeting. The officers of the Bund were authorized to write to Mr. Franz Aht, the celebrated composer, requesting him to compose a festival hymn for the occasion. Mr. Aht is an honorary member of the Bund.

THE CASE OF THE DEFAULTER BROADWELL, IN NEWARK. As recorded in a former issue of the HERALD Mayor Broadwell, Newark, appeared on Saturday night before Police Justice Mills and made affidavit against John A. Broadwell, the defaulting Receiver of Taxes, charging him with appropriating the funds of the city to his own private uses, and praying for an arrest. The Justice seemed to take the matter as one of the Mayor's recent jokes, he declined to allow Broadwell to appear, and failed to issue the warrant as prayed for by the Mayor. Yesterday, however, Mills was informed that Broadwell had appeared before Mills of his own accord and gave bonds for his appearance. As no process was issued, it is hard to understand what he gave bonds for. He is a notorious washer of the Mayor's hands, and the action of the Justice in the matter is considered very strange, to say the least.

DRAWN UP IN ORDER OF BATTLE, on the surrounding hills. It was then too late to attack us, and the republican Commander-in-Chief, General Sanchez Bregua, had nothing left but quietly to retire, which he did, ordering a general concentration of troops to be made at Vittoria, in the direction of which we had evidently been moving. Knowing, however, how slow the republicans are in effecting all their movements General Elio did not seem to take much notice of the enemy's prospective arrangements. We marched as quietly forward as if there were no enemy at all, enjoying enthusiastic receptions in every village and town and having solemn military masses and Te Deums whenever a suitable occasion presented itself, as was the case in Abezquia, where a San Jago used to perform miracles, and in Los Arcos, where the hermitage of San Gregorio is still carefully preserved. It was, therefore, only on the 29th that we reached the neighborhood of Vittoria, leaving thus the enemy fully five days to effectuate his concentration. But no enemy was to be seen outside the walls of the city, in sight of which we then passed with all the safety of an army engaged in

A MILITARY PROMENADE. A place called Tres Fuentes only we see an enemy, and there some 800 horsemen, 200 mounted movements, but we had scarcely 200 mounted men, we could not attack them, while they did not seem to think it desirable to attack us. So we marched forward, cut the railroad between Vittoria and Miranda, stopped a train, took out of it eleven officers and reinforced the garrison of Vittoria, had them sent as prisoners to Las Amozas, and marched off to Orduña, the ancient Basque city, from which our journey through Biscaya was to begin.

If Don Carlos could have had any doubts about his popularity in the Basque provinces, his journey through the rich province extending

FROM THE PLAINS OF VITTORIA TO THE WALLS OF Vittoria would have finally dissipated them. The combined influence of British loyalty and British snobism have never produced anything similar to the receptions Don Carlos, his staff and the 7,000 men marching with him had to enjoy at Orduña, Durango and Zornosa, not to speak of the numerous little villages situated between these towns. Besides the province being throughout Carlist, the "Biscainos" knew that "His Majesty Charles VII." object was to show himself to them and to revive the old custom of the kings of Spain giving their oath to the fueros under the traditional oak tree at Guernica. True that the oak under which Ferdinand and Isabella swore, in 1476, to uphold the Basque fueros had been long ago cut down and burned by the French, and that another tree planted in its place underwent the same treatment from the hands of Queen Christina's generals, but someone or other, there is still a big oak tree on the same place, with two young reserve trees by its side. On the 21st inst. an altar was dressed with the image of Nuestra Señora de la Antigua on it, and Don Carlos de Bourbon, dressed in a brilliant uniform and surrounded by a numerous staff rode down from Zornosa, not exactly to swear loyalty to the fueros, but to swear that he would come again and give his oath to uphold them when he has succeeded in conquering the throne of his ancestors, and when his coronation as King of Spain will have actually made him "señor de Biscaya." The ceremony was in every way a success, and the road from Zornosa to Guernica, a distance of about ten miles, was as thronged with people as Fleet street on a Lord Mayor's show. Players and gentry from all parts of Biscaya assembled to witness the ceremony; but, as only a few thousand people could possibly find access to Guernica itself, the great majority had to content themselves with a mere glance at the passing King, his staff and escort. There is scarcely any need to say here that enthusiasm, shouting and kissing

THE KING'S HAND and of the King's horse had really no end. Old women got quite mad, cried bitterly, and one of them exclaimed in despair, right into the face of