THE SPRINGFIELD REGATTA.

A Rapid Survey of the Course and the Crews.

Massasoit Centre Alive with New Arrivals.

BIGLIN-WARD RACE.

Ellis Ward Seized with Vertigo and Drops His Oars.

Biglin Quietly Rows Over the Course and Secures the Stakes.

TLE RUNNING MEN.

Competitors in Training for the Bennett

Challenge Cup. SPRINOPIRED, Mass., July 18, 1873. The great annual race, in which Young America meets in honorable competition for the champion-ship of the oar, will, in another forty-eight hours,

be an event of the past, leaving a rememorance

never to be forgotten by the victorious six or the other galfant hearts that manned the college shells in the contest on the Connecticut River on July '73. THE BIGLIN-WARD "SPILL" The acquatic festival proper commenced to-day rith the match between John Biglin and Ellis Ward for \$1,000, an event which attracted a large delegation of the sporting element from New York and its environs. The interest in the match was, however, (soon over, as, after rowing a mile, Ellis Ward was attacked by a rush of blood

to the head and had to stop pulling, leaving

John Biglin a walk over for the stake. NEW ABRIVALS. The town looked unusually lively this morning and a mere glance at the beaming countenances of the hotel keepers told a tale suggestive of a shakedown on the dining room table. The morning trains from New York and Boston brought a batch of fresh arrivals of a heterogeneous order. These were samples of the paterfamilias had come to see "my boy" water his maiden oar; sister Fanny, who had journeyed hundreds of miles to watch the pedesorts of "Jack" in the two-mile foot race for the Bennett Challenge Cup, and the "put up or shut up" New York sport, with a wad of green They all looked happy and excited until face to face with the hotel clerk, who, after frowning them

down to a proper state of subjection, proceeded

to furnish them with accommodation

MISS FANNY AND PATERPAMILIAS, ahead, but the uniortunate sport had to take choice of a shakedown in the parior or a cot in the dining room. Every hotel, boarding h Ac., is full, and many people have gone a little dis-tance out of town to secure accommodations. Everybody in businesss in Springfield has a smiling face, because everybody in Springfield is turning over the almighty dollar to advantage in some way or the other. Carriages are in great demand, and everything on wheels has been rigged up to answer the de mand. The starting point of the course is at least two miles from the hotels by the shortest route across the ferry and the grand stand opposite the finish of the big race at least five miles distant rupeds are well aware of the objections of the American public to pedestrian exercise prices

A VISIT TO THE AGAWAM SIDE. Yesterday morning, after a good breakfast, I interviewed the hotel clerk and through his kind offices obtained a horse and wagon, which carried me safely across the Agawam ferry and down the road to the quarters of the different crews.

There was a kind of festival look about that section of the country, at least a stranger would naturally imagine, from the number of booths, sodawater stands, barrels, &c., that lined the highway, that either an election or lace. I halted finally at the Dartmouth quarters. and saw the "giants" sprawling about on the ing friend of mine came up and said they were in splendid form, fit to pull for a million.

A SIPED EXHIBITION.

I said I thought so, and walked over to see some curiosity that about fifty spectators had completely surrounded and hid from view. John Bigiln comprised the deadhead show, and very complacently he bore the adulation of his admirers, who selt him all over, reminding one of a butcher trading for a steer.

I left my quadruped tied to a rail and went

aboard the steam yacht Clyde on a little excur-sion over the course. A number of the crews were practising, and I had the pleasure of watching the Cornell, Williams, Wesleyan, Aggies, Dartmouth, Columbia, Amherst and Trinity crews taking their morning exercise. The water was in good order and the crews appeared to be doing well, especially the Aggles, Dartmouth and Wesleyan crews.

feet of water the Clyde managed to scrape bottom on several occasions. The banks of the river are marked off with flag posts indicating the half miles along the course, and the Harvard boys have raised a telegraph wire with stations at each mile. This wire will inform the occupants of the grand stand of the position of the crews at board, on which the messages will be chalked up. The gentlemen stationed at each half-mile post will also signal with flags when the first boat crosses the line between them and the flag on the other side of the river. In fact everything has particulars of the race.
COLLISION BETWEEN THE AMHERSTS AND COLUMBIAS.

During the morning an unfortunate collision took place between the shells of the Columbia and Amherst colleges, inflicting a severe wound on Mr. Edward S. Rapello, puiling No. 3 in the Colum-bia boat, and smashing up ten feet of the bow of

The Amberst crew will now have to pull in the freshmen's boat, and it is very doubtful whether Mr. Rapello will be able to occupy his seat in the Columbia boat on Thursday.

OFF TO THE BIGLIN BACE. spectators busy at work canvassing the Biglin and Ward race, that was set for half-past two P. M. backers offered two to one there were very few takers at that price. After dinner everybody ted into one of the advantages the Con-necticut River can claim as a regatta course. and as the ferryboat can only accommodate four or five vehicles at a time, and it takes twenty cross in an hour. There were about one hundred carriages on the west side of the river yesterday at to predict a very lively time on that aforesai ferryboat on Thursday, unless everybody has the good sense to go round by the bridge, which,

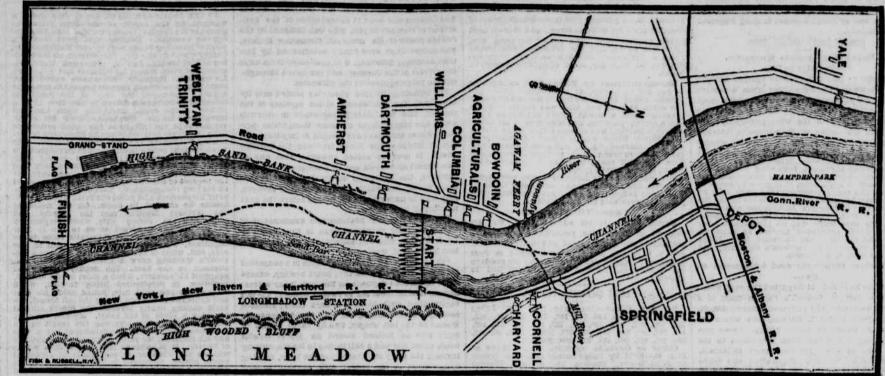
accidents and a block of about two or three hours I will now return to the Ward and Biglin race, as, I am happy to state, that the perusal of a short oblinary notice has for the time sentenced the

although about two or three miles' longer drive,

will avoid the necessity of insurance against

THE INTER-COLLEGIATE COURSE.

Map Showing the Connecticut River Near Springfield, with the Boarding Places and Boat Houses of the College Crews.



THE COURSE AND HOW TO GET TO IT.

In view of the great interest in the Inter-Collegiate Regatta the HERALD presents to-day the accompanying map of the Connecticut River above and below the city of Springfield, Mass., showing the course over which the college race is to be rowed to-morrow, the location of the boarding tered for the contest and the railroads and local thoroughtares by which the general spectator can reach the starting point. A giance at this map will show that at Springfield the Connecticut runs nearly north and south. The scenery along the river banks from Chicopee on the north to Longmeadow on the south of the city is of the most variable and lovely description, the trees and undergrowth in many places reaching to the water's edge, while here and there the tiny ripples indicate to the observer the shallow portions,

plaintive strains of "Maxwelton's Braes are Bonnie" extracted from an instrument by some musical student beneath the windows of the HERALD'S headquarters. The largest portion of the spectators took up positions on the west side of the river at different points from in front of the quarters of the Williams' College crew, to a point within half a mile of the Grand Stand, opposite where the stakeboat was moored. The majority of the crowd were located at the start and finish, watch the pool-selling operations and indulge in small beer, ginger ale, sarsaparilla, peanuts and the other luxries of the season. There was also a large delegation of the New York friends and admirers of John Biglin. Ellis Ward lay off during the morning at the Amhers; headquarters, attended by his party, who all appeared very anxious about the state of the river.

THE REPEREE ORDERS A START. At 2:30 P. M, the water was declared too rough by the Ward party, although Biglin said he was ready to go at a moment's notice. The referee, Commo dore Benjamin Brady, after waiting for a couple of hours without finding the water become any smoother ordered the men to be at the starting point at 5:30 P. M. This decision seemed to please everybody, except one individual who had just contracted for the use of a booth pie and popcorn, from the hours of six to nine A. M. The enterprising speculator had calculated upon furnishing lodging for about twenty or thirty individuals, at \$1 per head, who, if the race was postponed, would probably remain to see it out. Shortly after five P. M. Commodore Brady made a trip over the course in the Clyde, condition for rowing. back to the starting point and found both men paddling about, waiting orders. Everybody now became interested, and the western bank of the river was lined with eager faces. The pool seller availed himself of the opportunity, and, during the excitement, succeeded in selling a few pools at the

rate of about 100 to 50 on Biglin. THE START.

At 5:52:10 P. M. the men were started, Biglin being inshore. Ward was quickest getting off, and soon obtained a lead of about a boat's length, which he maintained for about half a mile, when Biglin began to creep up, and, crossing his wake, came upon the east side and collared the Cornwall representative opposite the mile flag.

ELLIS WARD GIVES OUT. Ellis then seemed to make another effort to hold the lead, but, failing, dropped his oars and stopped work. The Clyde immediately came up alongside, took him on board and conveyed him to the Amherst quarters, where a doctor was called. The seized with a species of vertigo, which, for the moment, had a blinding effect, accompanied by a dizziness in the head. It was, however, not any

BIGLIN PULLS OVER THE COURSE. John Biglin, in the meantime, pulled quietly over the course, making the five miles in forty-six min-utes and fifty-six seconds. Immediately after John's arrival a grand rush was made for town and a block at the ferry boat.

THE ROWING MEN hand to-morrow, having had practical experi-ence in pedestrian feats in the lava beds. There will probably be six competitors for the Bennett Challenge Cup. Mr. G. F. Dudley, of Cornell, en-tered this evening, and takes his first spin round

THE HEAT.

The Third Hottest Day of the Season. It was very fortunate that we had a breeze yeserday, else tired nature would have certa given way. It is certainly true that on the whole we have had it mild, but when it does come it takes sweet vengeance for letting us off so easy. On Monday the thermometer registered 95 degrees, valled, it went up to 92 degrees, a figure which made Manhattan swelter and sweat. The heat, in have anything to say. For the unfortunate portion day was, indeed, a terrible one, and it seems a great wonder that more casualties did not occur. However, if the thermometer should continue in the high regions we shall, no doubt, have plenty of them soon. Let us pray, however, that it may moderate.

James Dilling, aged thirty, of 508 West Thirty

sixth street, was overcome by the heat yesterday, and taken to the Bellevue Hospital. Recovery George Emhorn, a German emigrant, but three or four days in this country, aged nineteen, was

sunstruck and taken to the Park Hospital. Will re-

cover.

Thomas Kelly, aged thirty-one, of 26 Prince street, while accompanying one of the new engines on Broadway, was overcome by the heat, and taken to the Park Hospital. He recovered after two hours. A similar case was that of J. D. Taneau, aged thirty, of 88 Sufolk street, who was sunstruck while looking at the exhibition of patent fire ladders in the City Hall Park.

where the water courses slowly over the stones and other obstructions in the river bed. On the east of the river, from the depot of the New Haven and Boston and Albany Railroads to Thompson are many points of vantage from which the course can Longmeadow station, has hitherto been the chief aim of the spectators from this side. To the visitor desirons of witnessing the struggle from the West Springfield or Agawam side there are many ways by which he can reach the western bank. He can either cross over the wooden covered bridge, a few hundred yards to the south of the Boston and Alpany depot, passing through a portion of the freight-receiving yard—on foot or in any vehicle suited to his taste-or he can take the cars down Main street and cross over by the Agawam ferry, or engage a boat or other special craft to convey him across. The covered bridge is represented on map by the white space immediately to

THE INMAN DISASTER.

Further Examination of Witnesses by the

Board of Inquiry.

No Soundings Taken During the Voyage-"Devi-

ation of Compasses" Again-A Steel and

Iron Cargo the Cause-Judgment

of the Court To Be

Given on Thursday.

The Court of Inquiry into the wreck of the City

of Washington resumed its sitting at three P. M.

did not notice the color of the water; stars could be seen occasionally, but not often enough to permit observations to be taken.

Am an able seaman; my duties were the general duties of a seaman; only took the lee wheel after clearing Fastnet Rock; the weather was not very clear; a dense fog prevailed after the first two days; when the ship struck is was on the port vide of the forecastle on lookond duty; neard no fog belis or horns and saw no boats or senweed before the ship struck; all who were on duty were at their pasts when the ship struck; as wo nothing that would lead me to suppose we were near the coast.

Henry Main was worn—Was purser of the vessel; been fifteen years at saw worn—Was purser of the vessel; been fifteen years at saw worn—Was purser of the vessel; been fifteen years at saw with the atman Company; been in the City of washing not ship in trips, and believe he to have been a fifteen as ship he trips, and believe he to have been a fifteen whether the past worn—Was purser of the vessel; been fifteen years at saw with the timan Company; been in the City of washing of the trips, and believe he to have been a fifteen to have a fifteen the past of the washing of the things, twenty-seven cases of sewing machines; we disceved on that occasion a deviation, as near as I can remember, of about fifteen a day in the compasses during the voyage; the weather was clear and we discovered the deviation by observation; the deviation was that noticed when off Cape Race; I made the return voyage in the same vessel, but no deviation was noticed, the sewing machines having been landed; when the Capitain first discovered machines, which was taken to account for the deviation; he saked me if I had any steel, such as knives, forks, &c., on board, and if they had been moved from their proper place; I answered in the negative; he then examined the manineter and found the entry of the sewing machines, which was t

NO INSBRIETT DURING THE VOYAGE.

It is not likely any more witnesses will be examined. The Court adjourned until Thursday next, when judgment will be given.

FROM ARIZONA.

Abandonment of Camps - A Mexican

Lynched.

orders have been issued for the abandonment of

Camps Hualipi, Beall Springs and Dale Creek. The troops will be employed in constructing the tele-

troops will be employed in constructing the care graph line.

At Phonix, July 4, a Moxican named Mariano Tisuado was arrested for stealing a cow, taken before a Justice of the Peace and remanded to jail. An excited mob took Tisnado from the jail and hanged him. He was, implicated in the recent marger of Grimus.

SAN FRANCISCO, July 14, 1873.

to-day.

HALIPAX, N. S., July 15, 1873.

with the Boston and Albany depot. The ferry connects the east side just below Mill River, with Agawan village on the opposite As there are a great number or boats plying along the banks on racing days there will be no difficulty in obtaining transportation of that kind to those desirous of paying considerably for the privilege Indeed, small boat houses line the river for a long distance out of town. Of course all passengers arriving from the South by the New Haven route will land at Longmeadow station, in close proximity to the ferry. Ater landing on the side by the ferry a straight road leads along the entire length of the course to the end. The grand stand is erected near the end of the College course, slightly to the east of the road and quite close to the water. Passengers arriving from the East and North, via the Bos ton and Albany Railroad, and crossing the bridge

but on such days there is no need to inquire the way, as a continuar stream of vehicles and pedes-trians leads to the points of starting and finishing. It will be seen by the map that nine of the eleven

further to travel before reaching the Grand Stand

crews have their quarters on the west side, Yale being the most northern. Bowdoin next. the Amherst Agriculturals, Columbia, Williams, Dartmouth and Amherst University next, while the Wesleyan and Trinity men hold out near the end of the course. Cornell and harvard have their houses on the opposite side. The small square nearest to the name of each college represents the location of the house where the men board and sleep. The conical-shaped buildings, with flags on top, nearest to the river, show the spots where the boats are kept and the floats from which th men start for practice. The distance between the lines "start" and "finish."

SPAIN.

Cabinet Project for Ministerial Reconstruction in the Face of Cortes Party Hostility.

Carlism Active and the Government Vigilant-Andalusians Alarmed and Preparing for Flight.

TELEGRAMS TO THE NEW YORK HERALD.

MADRID, July 15, 1878. Sefior Pi y Margall is engaged in forming a new Ministry, to be presented to the Cortes for ratifica-Esteranez, Cala and Navaretta.

It is believed that in the cortes the members of the right will present to-day a resolution of censure against the President of the Council of Ministers, which the left and centre will unite to oppose and will probably be able to defeat. HOPEFUL AND PEACEFUL.

There is a strong undercurrent of excitement here, growing out of the expectation that Important measures will be broached in to-day's sitting of the Cortes.

There are no overt demonstrations, however, On the contrary, the city is unusually tranquil.

War Against the Carlists-Naval Support to the Garrison in Barcelona. MADRID, July 15, 1873.

to-day.

John Green, quartermaster, was sworn:—This was my first voyage on the ship, she steered well; during the first thirty-six hours we had clear weather; all the rest of the voyage there was a dense fog; no sound ngs were taken during the voyage to my knowledge; saw no stars after the first two days at sea, been going to sea twenty-three years; understand all about a ship; according to my idea the City of Washington was in good order—that is, she had a full complement of men and everything necessary; was on the watch at the time the ship struck; there was nothing to lead one to think that she was near the coast; the weather was at the time as thick as could be; never knew so thick weather in my life as on this voyage; at the time the ship struck; the usual number of persons were on the lookout; was on the fore side of the pilot hous keeping a lookout; the men were at their proper stations at the time; the Captain was on the upper deck; more care was used on this occasion than I ever saw before in the ship.

J. H. GOSSON EXAMINED.

Am an able-bodied seeman; did not take the wheel during the voyage; my duty was to make and shorten sail when ordered; the weather was clear during the first two days, but a dense tog prevailed after that; did not think the Pole star could have been seen after that; was on the lookout in the starboard bow when she struck; could not see half the length of the ship; did not see any boste or sea weeds at any time before she struck; The government still finds it necessary to maintain a strong precautionary force in Barcelona to pullify the efforts of Carlist emissaries to creat disturbances which may enable them to seize the city. Arrests of Carlist agents and sympathizers

> ons to co-operate with the troops of the garrison if Decessary.

> in Adalusia are preparing to leave the country. NAVAL DESERTIONS TO THE CARLIST LAND FORCE. their vessel to join a band of Carlists. PUTCERDA AGAIN IN SIEGE.

> The Carlists are again besieging the town o Puycerds, which is being vigorously defended by the garrison and citizens. ALLEGED CONVERSION TO THE CARLIST CAUSE. A brother of Sefior Aurich, Minister of Marine, in

> said to be one of the leaders of the insurgents at PARLIAMENTARY PRAISE TO PATRIOTS. The Cortes yesterday adopted a resolution eulogizing the conduct of the volunteer troops in

Action and Armament.

BAYONNE, July 15, 1873. The Carlists have occupied the town of Berga any miles from Barcelons. The garrison of 500

surrendered as prisoners of war. Don Carlos will soon re-enter Spain and take personal command of the forces in the field.

Twelve thousand rifles for the Carlists have been

DESTRUCTIVE PIRE IN MERIDEN, CONN. Property to the Value of \$50,000 Swept Away-The Losses and Insurance.

Meriden, July 15, 1873.

ship struck.

NO INERRIET DURING THE YOYAGE.

Prederick Airley sworn:—Was barkeeper of the City of Washington; did not supply the captain any liquor during the yoyage; only supplied the second officer of the ship on one occasion; he had at Queenstown a pint of champagne and atterwards at different times during the yoyage supplied him with three bottles of beer; did not observe any inebriety on the part of the officers whatever; have been barkeeper of this ship and on three of the ships belonging to the Imman line; the officers of the City of Washington were as much abstancers as any I ever saw.

Captain W. Robert Phillips recalled—The chief officer, Mr. Sheen, took bearings of the Polar star as recorded in the ship's log; I am well aware the ship's log was examined by me daily and given to the chief officer to copy with the ship's log; the scrap log was lost; I got the variation from the Admiralty chart; after the first officer got the bearing of the Polar star 1 worked with variations and deductions therefrom; I was never laid up at any time during the voyage.

Alexander Starmith, captain's servant, swore:—I am fourteen years of age; I understand the nature of an oath; to the best of my knowledge the captain was strictly sober during the whole voyage; I never saw drinking take place in the captain's cabin.

SENATOR NORTHRUP'S TRETIENDER.

Hon. Jeremiah Northrup sworn:—I made the passage with Captain Phillips about the years ago, when he was in command of the City of the resultance of the conduction of the City of the captain and not as the request of Captain Phillips. Proceeding the vayage; during the last six days and nights I never took my clothes off from anxiety about the ship.

It is not likely any more witnesses will be examined. The Court adjourned uztil Thurstay next, An extensive fire in this city this afternoon de stroyed property to the amount of \$50,000. The buildings consumed were the steam planing mill stair building shop and shed of Lyon, Billard & Co., valued at \$30,000, insured for \$17,000. The barn and sheds of Orrin Carpenter, and his house partially burned; loss \$3,000, fully insured. The three story tenement house of F. J. Wheeler, loss \$2,000, insured, and the buildings occupied by Clemens Darnstadt, bootjack manufacturer; John W. Coe, building material; Hermann E. Hubbard, stair builder, and George Gay, builder. Their losses range from \$400 to \$2,000. Henry P.att was badly burned about the neck and face in his efforts to save goods, and E. Hubbard and Mr. Smith narrowly escaped with their lives. The following companies hold risks:—Hartford, \$3,000; Fhosmix, of Hartford, \$2,000; Hanover, of New York, \$3,500; Narragansett, of Providence, \$2,500; Lycoming, of Manoy, Ps., \$1,500; Franklin, of Palladelphis, \$1,900; Home, of New York, \$1,000; Fame, of Philadelphis, \$1,900; Ætna, \$4,000.

VAN DORN'S BETURN.

Reappearance of a New Yorker After a Long Absence. PHILADELPHIA, Pa., July 15, 1873.

J. E. Van Dorn, whose disappearance from New York in Nov.ember last created so much excite-York in November last created so much excitement, and, who wrote a letter from Rotterdam on the 21st of May following, to his father, made his appearance to-day at the American Hotel and claimed, a letter left there by his direction. His signature being the same as that enclosed to the hotel j, roprietor by his father, to prevent imposition, the letter was handed to him. He states he was prevented from salling from Rotterdam as sood as expected, and was obliged to wait for the saving of an American bark bound for Baltimore, at which place he arrived on Sunday. To-morrow Lie starts for home. He came on the bark as a seaman. His story about a sallboat being capsized and his companion drowned, he clinging to the wreck and being picked up by a Swedish bark, is p, strange and romantic one.

CUBA.

Spanish Naval Search for the Steamship Virginius.

Intense Excitement in British West India Waters-General Quesada's Resolution-American Diplomacy-Military Influence in Political Circles.

> TELEGRAMS TO THE NEW YORK HERALD. KINGSTON, Jamaica, July 15, 1873.

Her coming creates great alarm for the safety of the steamer Virginius. The Spaniard threatens to take the Virginius, and Quesada declares he will blow her up, no matter at what sacrifice, rather than permit her to be captured.

The United States Consul went last night at midnight, with some Cuban gentlemen resident here, to solicit the interference of the British Colonial authorities.

The excitement in this city growing out of the affair is very great.

It is believed that an arrangement has been made by the commander of the Virginius to meet the released schooner Village Bride, with a cargo of arms from Port Antonio, on the open sea, near orders for the release of the schooner's cargo.

Military Influence in Political Circles. HAVANA, July 15, 1873.

The colonels of several of the volunteer regiments are circulating a petition for signature among the officers and men of their commands to send to the authorities at Madrid, in opposition to the republican manifesto and the projected reforms in Cuba. Several companies have refused to sign the pe tition, but the majority favor it. A very bitter feeling exists between the conservatives and re-

ENGLAND.

The Supply of Bullion and Rate for Money-Agriculturists Made Anxious-Danger and Death on the Iron Rail.

> TELEGRAM TO THE NEW YORK HERALD. LONDON, July 15, 1873.

The rate of discount for three months' bills in the open market is (five o'clock P. M.) % per cent below the Bank of England rate.

The amount of buillon gone into the Bank of England on balance to-day is £24,000.

SEVERE STORM IN THE RURAL DISTRICTS. The weather to-day in this city and vicinity is points in the interior announce the prevalence of rain storms, with thunder and lightning.

Intelligence reaches here this morning of a disastrous accident on the Caledonian Railway line, by which two persons were killed outright and thirty injured, some of them fatally.

PARLIAMENTARY PROGRESS PRIOR TO PROROGATION. It is stated that Parliament will be prorogued on

The Supreme Court of Judicature bill, abolishing the powers of the House of Lords as the court of last appeal in certain cases, has passed in committee.

"Reform the House of Lords." The progress of the Supreme Court of Jurisdie through Parliament excites a vast deal of garded as a first attempt on the part of the Crow and Cabinet to denude the Peers of a large portion of their legislative power. The measure was debated with great animation in the House of Commons on the motion to go into committee.

Mr. Gladstone stated that the government had
determined to accept an amendment by Mr. Bouverie transferring the appellate jurisdiction of the
House of Lords, in cases from Ireland and Scotland, as well as in England, to the Supreme Court
of Appeal: and they would bring up clauses to
carry these changes into effect.

Mr. Bouverie expressed his gratification at the
concession of the government, and Dr. Bail claimed
that Ireland and Scotlandshould be represented in
the new tribunal.

Mr. Disraeli considered it inconvenient that the
House should be as'ad to decide upon important
matters after a bill 'had gone through committee,
and suggested that the debate should be adjourned
until the amendments had been put on the paper.

The Attoriby General objected to the postponement. of their legislative power. The measure was de-

ment.

Mr. Bourke contended that it would be a fatal error to aboush the appellate jurisdiction of the House of Lords.

Mr. Vern'an Harcourt could not understand how the House could deal with the clauses of the bill until thay knew the nature of the proposals in regard to Ireland and Scotland. He criticised the whole bill, the effect of which, he predicted, would be to have the law of England settled by three puisne judges, who would take the place of, the House of Lords and the Exchanges Chambers.

MEXICO.

Herald Special Report from the Capital of the Republic.

The Congressional Elections Terminated but the Result Not Promulgated.

American Celebration of the Fourth of July

Citizen Sympathy with the Cause of Freedom? in the United States.

TELEGRAM TO THE NEW YORK HERALD.

The following special despatch from Mexico city has been forwarded to the HERALD by our correspondent at Matamoros:-

MATAMOROS, July 12, 1873.

The Herand correspondent in Mexico city forwards the following special report, under date of the 5th instant: -The Mexican Congressional elections passed off quietly. The result of the voting is not yet known. ADMINISTRATION FAVOR TO PORRIGHERS.

The decree ordering the expulsion of "pernicious" foreigners from the territory of the Republic has not yet been enforced.

REPUBLICAN SYMPATHY. United States Minister Foster gave a public breakfast and an evening entertainment to the Americans resident in the Mexican capital yesterday, the Fourth of July. The two

NORTH AMERICAN PATRIOTISM AND DEMOCRATES

fétes constituted a patriotic and social success. The Mexican government celebrated the anniversary of the independence of the United! States by flying flags from the public edifices. and the newspaper press of the capital is to-day full of patriotic remarks on the pro-

CHOLERA AND RINDERPEST!

Hygienic Reports from the Continent of and Russia-Heavy Losses of Russian Herdsmen.

TELEGRAMS TO THE NEW YORK HERALD.

LONDON, July 15, 1873. Telegrams from various points en the Con where cholers has been prevalent represent that the disease is everywhere abating.

Dantzic, Breslau and Munich are said now to be entirely free from it. Rinderpest in Russia and Prussian Port

Precautions. BRELIN, July 15, 1973. The rinderpest is so general and destructive among the herds of Russia that the German author ties have deemed it necessary to prohibit all importation of cattle from Russian ports.

ENGLAND AND DENMARK.

Prince Arthur About to Propose for a Northern Princess

TELEGRAM TO THE NEW YORK HERALD.

COPENSTAGEN, July 15, 1873.

It is reported that His Royal Highness Prince. Arthur William Patrick Albert, of England, seventh child of Her Majesty Queen Victoria, is about tovisit this city with the view to solicit in marrige the hand of Her Royal Highness the Princess Thyra Amelia Caroline Anne, the fifth child of their Majesties King Christian IX. and the Queen Louiso. Prince Arthur was born on the 1st of May, in tres vear 1850. Princess Thyra was born on the 29th o: Septem-

per, in the year 1852

McCanon.—On Monday, July 14, James McCanon, in the 37th year of his age.

The funeral will take place this (Wednesday) afternoon, at one o'clock, from his late residence, 159 Green wich street. The relatives and friends of the family are invited to attend without further.

[For Other Deaths She Mighth Page.] The Weekly Herald.

AGRICULTURE.

SPORTING

"Contains all the news Only \$2 per pear The only Weekly Non to America Published every Thursday m

> FASHIONS, MARKIETS, QATTLE. PINANULAL

DRY GOODS, RELIGIOUS AIRO THE BEST STORY PAPER

Liberal arrangements to clubs

NEW YORK HEBALD.

A.—Herold Branch Office, Brooklyn, corner of Fulton avenue and Bonom street. Open rous 5 A. M. to 5 F. M. On Sunday from 3. to 9 F. M.

A Wife Should Tell Her Husband, when troubled with Catarph, to get WOLCOTT'S CATARRH ANSIHILATOR, In Chatham, square,

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