## SPAIN.

Battle Near Malaga and the Insurgents Severely Beaten.

**EIGHTY-SEVEN SECESSIONISTS KILLED.** 

The Contending Navies in Rapid and Threatening Movement.

Republican Bombardment of a Rebel Position.

Revenue Vessels Seized by the Radical "Reds."

The German Squadron in the Harbor of Malaga.

Don Carlos in Victory and Again in Defeat.

TO THE NEW YORK HERALD.

MADRID, August 1, 1873. A despatch has been received at the Ministry of War announcing that a sharp fight has taken place near Malaga between the republicans and insurgents, in which the latter were defeated and driven from the field,

Eighty-seven insurrectionists were killed. SEVILLE REING MADE SECTION

The government troops in Seville have captured twenty cannon. NAVAL MOVEMENTS OF THE SECESSIONISTS

The insurgent fleet has sailed from Almeria. There is great rejoicing over its departure.

It is believed that the fleet will next visit Alicante and the garrison and citizens are preparing for de-

The junta at Glas de Valencia has seized three Tessels belonging to the revenue service.

REPUBLICANS IN BECK. The Republican fleet has opened a bombardment upon the positions occupied by the insurgents in San Fernando.

CONTENT IN CADIZ. The arsenal in Cadiz still holds out for the gov-

ernment. A GERMAN SQUADRON IN THE HARBOR OF MALAGA.

The insurrectionary fleet which left the harbor of Almeria was last seen heading for Malaga. Two other frigates in the hands of the rebels are at Malaga, trying to raise contributions from the citizens.

Four German men-of-war are in the harbor watching them.

INDEPENDENT BUT IMPROUNIOUS. The town of Alhama, thirteen miles from Murcia, has proclaimed its independence. A junta has been organized, the first act of

which was to levy a contribution of \$25,000 on the INTERNATIONALISTS SMOKED OUT. The Majarera tobacco factory, the last refuge of the insurgents in Seville, has been captured by

the troops. A large number of prisoners were taken, among whom are several foreigners, members of the International Society. LOYAL TO THE FLAG.

The report that the trigate Villa de Madrid had toined the insurgents is officially contradicted. AN INSURGENT LEADER ARRESTED.

Parcelles, a prominent instigator of the Carta rena insurrection, has been arrested.

Sortes Secossionists Consured Despite of Castelar.

In the Cortes to-day a resolution of censure directed against the insurgent Deputies was de-

Señor Castelar made an eloquent and patriotic speech, counselling moderation on the part of the

The resolution was adopted by a vote of 195 yeas

Don Carlos' Operations in the Field.

PAU, France, July 31, 1873. The Carlists anneunce that Don Carlos has captured Estella, with the entire garrison, who surrendered as prisoners of war.

A Carlist force 1,000 strong attacked Portugalite, seven miles from Bilbao, this morning. The garrison made a vigorous and successful defence.

The Carlists were defeated with heavy loss and driven over the Galindo River.

Prussian Proposition for a Great Power Naval Court Martial. REPLIE Angust 1, 1873.

Germany proposes a Congress of maritime Powers to decide upon the treatment of the insurgent Spanish ships.

## FRANCE AND GERMANY.

Prussian Evacuation of Hostaged Positions-The Latest Fire After the Fight-Citizen Silence-Cost of the Great War.

TELEGRAM TO THE NEW YORK HERALD.

PARIS. August 1, 1878. The municipal territories of Nancy and Belfort were evacuated yesterday by the German troops, who burned all their goods which could not be car-

The inhabitants of both cities remained in their houses while the Germans were leaving.

Imperialism Sainted by the Commune. PARIS, August 1, 1873. During the evacuation of the Vosges by the Ger mans there were cries of "Vive la Commune !"

The Commencement and Cost of the War.
Three years will have elapsed to-day (2d of Au-

gust) since the Germans first entered France for the prosecution of the late war. The Vossische Zeitung, of Berlin, in a number

published early in the month of July last, worked out the money cost of the war between Germany

The bill just passed by the Reichetag respecting the share of North Germany in the war indemnity any down the extraordinary expenses for 1870-72 at 598,391,842 thalers. Then, the cost of the re-establishment of the North German contingent is computed at 196,846,810 thalers. Add to this the ordinary military expenses for two war years, 1870 and 1871, at 178,000,000, and we have a total for North Germany of about 883,000,000 thalers. To this must be added the expenses of South Germany, and together the cost of a seven months' war exceeds a million of thalers. Then, on the side of France, there is the war indemnity of five milliards of francs, and their war cost must have been a good deal more than the German, so that the total expenditure of France could not have been the grand total cost of four milliards of thalers. We have thus the grand total cost of four milliards of thalers, or six hundred millions sterling—equal to three thousand millions of American Gollars, gold.

## ENGLAND.

Discount on 'Change-American Securities-A Bank Holiday at Hand-Radicalist Opposition to the Royal Dowery Bill-The Juror in the Tichborne Case Not Yet Convalescent-Bank Forgery Cases Coming to the Bar.

> TELEGRAMS TO THE NEW YORK HERALD. LONDON, August 1, 1878.

The rate of discount for three months' bills in the open market is (2:30 P. M.) % per cent below the Bank of England rate.

American Securities.-There have been no ransactions thus far to-day and prices are nominally unchanged. A TREAT IN THREADNEEDLE STREET.

Monday next will be a bank holiday and the London markets will be closed. BULLION TO THE BANK.

amount of bullion gone into the Bank of England on balance to-day is £285,000. THE BANK PORGERY CASES COMING TO THE BAR. The trial of Austin Bidwell and his accompl in the frauds upon the Bank of England will take place on the 18th inst., at the Old Balley, before Mr. Archibald. Mr. Giffard will conduct the prose

cution and the prisoners will be defended by Mr. Poland. It is rumored to-day that all the accused will plead guilty.

TICHBORNE'S TRIBULATIONS.

The trial of the Tichborne claimant has been fur-ther adjourned until Tuesday next, in consequence of the continued lilness of one of the jurors. Mr. Kenealy, the leading counsel for the defence, will commence his address upon the resumption of the trial, and will probably occupy four days, finishing on the 8th inst.

Rain, accompanied by thunder and lightning, prevails in London and vicinity to-day. Elsewhere throughout England the weather is fine and favor able for the growing crops.

AN EXCITING ELECTION AT HAND.

The election of a member of Parliament fo Green wich takes place to-morrow. The contest is close and excited and there has been some

The miners of the Wigan distict, Lancashire, have struck for an advance of wages and reduc tion of hours. The movement does not have the sanction or sympathy of the trade unions.

The Royal Marriage Dowry Bill .- Premier Gladstone's Position on a Church Question and the Cash. LONDON, August 1, 1873.

The bill granting £25,000 per annum to the Duke of Edinburg on the occasion of his marriage came up to-day for a third reading. Sir Charles Dilke made a long speech against the

Mr. Gladstone replied with bitterness, character izing "the persistent opposition to the bill as in Mr. Muntz, member for Birmingham, protested

against the epithet "indecent," and Mr. Gladstone Mr. Newdegate asked if "the marriage would be

solemnized according to the forms of the Church of England?" Mr. Gladstone distinctly and absolutely declined to answer the question.

Mr. Anderson, member for Glasgow, moved as amendment providing that, in the event of the Duke of Edinburg succeeding to the Grand Duchy of Saxe-Coburg, the annuity cease. After further debate, the amendment was with drawn and the bill passed in committee.

The Question of Religion.

The question of religious profession, both at and subsequent to the royal Anglo-Russian marriage, has been already canvassed in extra-Parliamentary circles in Europe. The case of the Duke of Edin burgh and the Grand Duchess Marie presents thus:—It is impossible under the Russian law for a member of the imperial family of Russia to change the profession of the Greek faith, and it is equally impossible for any of Queen Victoria's sons or the descendants of the Queen's sons to be anything but Protestants, without surren dering their right of succession. There is no legal objection to an English prince or princess marrying a person of the Greek faith. The Princes will retain the faith-that of the orthodox Greek Church-in which she has been born and bred; but the children of the royal pair, if their union should be blessed with offspring, will be brought up in the Protestant creed of Great

A New Steamship for the Transatlantic

GLASGOW, August 1, 1873. The pioneer steamer Goethe, built by the Messrs Napier, for the Eagle line (Hamburg and Ne York), made her trial trip to-day, averaging four teen knots. The Goethe will leave Hamburg for New York about the end of August.

## THE ENGLISH TURF.

Close of the Goodwood Meeting-Racing for the Chesterfield Cup and Corinthi n Plate.

TELEGRAM TO THE NEW YORK HERALD.

LONDON, August 1, 1973. The Goodwood meeting closed to-day. There were seven races, but those which attracted the most attention were the runs for the Chesterfield Cup and the Goodwood Corinthian Plate. The following is a report of the

lowing is a report of the

EVENTS.

THE CHESTERFIELD CUP (handicap), value 309
sovs., by subscription of 15 sovs. each, for threeyear-olds and upward, was won by M. Le Fevre's
ch. c. Drummond, four years old.

Mr. Burton's c. f. Louise, four years old, was second, and Baron Rothschild's b. m. Hannah, five
years old, third.

Nineteen ran.

The final betting was even on Drummond, even
on Louisa, and 5 to 1 against Hannah.

THE GOODWOOD CORINTHAN PLATE (handicap of
200 sovs.), one mile on the Craven course, was
carried off by Mr. T. E. Walker's b. c. Victor, three
years old.

years old.

The run for the second place was a dead heat between Walpole and Perth.
Eight horses ran.

The betting at the start was 8 to 1 against Victor, 5 to 1 against Walpole, and 5 to 1 against Perth.

## FRANCE.

Radicalism in Political Reaction-Press Law Repression-A Monarchist Canard Cried Down.

TELEGRAM TO THE NEW YORK HERALR.

PARIS, August 1, 1873. Disturbances are reported at Raon l'Etape, in the Department of the Vosges. The Sub-Pro was berten by the mob, who cried, "Five Thiers!

PRESS LAW REPRESSION. The Prefect of the Department of the Upper oire has forbidden the sale in the streets of the radical journal Le Peuple Souverain,

The report that the Count de Paris had gone to Frensdorff to visit the Count de Chambord is pro-

## ITALY.

Premier Consolation to the People's Purse.

TELEGRAM TO THE NEW YORK HERALD.

ROME, August 1, 1873.

Prime Minister Minghetti has written a letter to his constituents denying that the Italian government contemplates a new loan.

INTERESTING TO BRUTES.

Sr. Louis, Mo., August 1, 1873.

Tom Allen, the pugilist, publishes a card saying that if Charley Gallagher desires to fight him, as has been stated, he will give him a chance in two weeks from his meeting with McCoole, for any amount he chooses from \$500 upward.

## ANOTHER RAILROAD SMASH-UP.

The "Sarato"a Special" Collides with a Freight Train Mear Tarrytown.

A Terrible Disaster Narrowly Averted-A Brakeman Mortally Wounded-Three Pascongers Dangerously Injured and Twenty Others Bruised or Cut by the Broken Glass.

A serious collision occurred yesterday morning on the Hudson River Railroad in the neighborhood of Tarrytown, which resulted in fatally injuring Richard Finley, a brakeman; in maining Mr. Vosbourg, a baggage master; in seriously wounding Mr. and Mrs. Asa D. Warren, of New York, and in badly bruising eighteen or twenty other passengers. With the exception of Mr. and Mrs. Warren and Richard Finley, all the wounded went forward without any delay to Saratoga.

THE SCENE OF THE ACCIDENT. The passenger express on the Hudson River Railroad known as the "Saratoga special" left New York at nine A. M. yesterday with lour passenger coaches, two of which were Wagner draw ing room cars, moderately filled with passengers. There were not to exceed one hundred and fifty passengers on the train. About seventeen min the down track, and at ten minutes to ten had reached the switch, two miles below, at which point it was to be transferred to a third track running midway between the two main lines, and from this place to Spuyten Duyvil, used exclusively for freight traffic

"THE JUMPING PROG." The switch tender was in his place and the engine and tender of the freight train were properly shifted to the middle track; but the forward freight car, striking the frog, jumped the rails and ran off on the eastern side, toward the main up line. Just at this instant the Saratoga express came thundering up at the rate of thirty-five miles an hour. The car in the moving freight train jumped along over the ties until the wheels of the right side ran off into the gully between the two tracks. This caused the car to take an oscillating motion so that its upper corner leaned over the main track.

"WORLDS FOR AN INCH OF TIME." It could not have been more than one moment of time that the freight car thus obstructed the passage of trains, but such was the juxtaposition the two trains at that critical instant that the front corner of the freight car roof tore open the whole side of the express train's baggage car, broke the sides and glass of the Wagner coaches and scattered splinters, boards and terror among all the passensengers on the Saratoga "special." Fortunately the engine and the tender of the express train passed the car before it took its fatal lurch or the entire train must have been a wreck.

WRECKS ARE THE WORK OF A MOMENT. Such was the rate of speed at which the passenger train was travelling that not a car was thrown from the rails, and after the wounded had been cared for the shattered coaches moved off towards a side track at Tarrytown. The effect of the shock upon the freight train was startling. The box car was torn all to pieces and the trucks were broken apart. The engine was thrown across the track and, being under headway at the moment, steamed off into the river before the engineer could shut off the throttle and leap from his seat. The tender was dragged from its trucks, and after separating from the engine turned over several times before it lodged on the side of the embankment. The second freight car was badly smashed. The steel rails under the first car were cut as with a knife.

rails under the first car were cut as with a knile.

THE PATALLY INJUED.

A brakeman, Richard Finley, who was on the top of the freight train, in discharge of his duty, was thrown between two cars and had his legs and shoulder broken, and was otherwise dreadfully bruised about the head. He was taken out in an insensible condition, and first conveyed to Yonkers and thence to New York, where he resides. He is a middle-aged man, and it is reported has a wife and child. He was removed to Bellevue Hospital, but there are no hopes entertained of his recovery. It is generally believed that he will have ceased to suffer by this morning-

that he will have ceased to suffer by this morning-THE PANIC IN THE COACHES.

The utmost terror reigned in the Wagner cars for a few moments succeeding the crash. Pieces of glass and splinters of the freight car filled every portion of the drawing room cars, and many who were seated on the opposite side of the coaches were severely cut about the face and hands. The screams of the women continued for some moments after the train had been slowed up, but it was ascertained that the injury to all but two passen-gers had been slight.

THE SEKIOUSLY WOUNDED.

ascertained that the injury to all but two passengers had been slight.

The spriously wounded.

Mr. Ira D. Warren, of New York, bound for Saratoga, was seated with his wife on the opposite side of the drawing room ear Mayflower. A large slick of wood entered through a window, crossed the car and struck Mr. Warren on the head, back of the right ear, inflicting a very severe, but t is not believed dangerous, wound. His head was also severely bruised against the side of the car. Mrs. Warren was terribly cut under the right eye, either by a piece of plate glass or a large splinter of wood. A sharp-pointed implement of some description entered under the right eye and carried away the small bone and the fiesh over the temple. The cut is a very severe one, and, although the ball of the eye is uninjured, great fear is entertained that

INFLAMMATION MAY SET IN.

She was suffering terribly last evening at the Tarrytown Hotel, where she and Mr. Warren had been conveyed from the station. The skull is not fractured in either case, and with proper care there is little danger of death. The lady's face will be disfigured without doubt.

IN THE BAGGAGE CAR

the trunks which were piled on the left hand side had been torn to pieces and strewed the road in the vicinity of the wreck. The baggage master of the train was not injured, but a John Vosbourg, who was to have charge of the baggage from Troy to Saratoga, was in the car and was badly bruised about the head by a lailing trunk. He was injured on the back also, and was taken up from one end of the baggage car in an insensible condition. He soon regained consciousness, however, and went on the train to Saratoga. It is not believed that his injuries are of a latal character.

Some eighteen or twenty passengers in the two drawing room cars were cut and bruised, but none dangerously.

A large gang of workmen were placed on the wreck and the trains are now running as man!

none dangerously.

A large gang of workmen were placed on the wreck and the trains are now running as usual.

The News of the Disaster in Saratoga. SARATOGA, August 1, 1873.

The Saratoga special train, which leaves New York at nine in the morning, failed to reach here this afternoon until fully two hours after it was due. The detention was caused by its coming into collision with a freight train, which had run off the track about two miles below Tarrytown. As soon as it was learned that an socident had occurred the most painful rumors began to circulate in Saratoga. Those who were expecting friends be came more and more uneasy as the hours flew by

and more and more uneasy as the hours flew by and the train was not heard from. About five o'clock the train came rattling along. At this time there was quite a number of people at the depot waiting to receive their friends or to learn the news of the disaster.

From one of the passengers who was on one of the drawing room cars it was ascertained that just as they were approaching Tarrytown the Saratoga special ran into a freight train which had got off the track. The collision was wholly unexpected. The engine of the ireight train was knocked off the track into the river, while the baggage car of the special was completely smashed in on one side and three of the drawing room cars were badly shattered on the side next the water. The baggage master, my informant tells me, was killed and three or four of the passengers were seriously injured. A gentleman named Warren and his wife were badly wounded, the lady especially, who was terribly cut about the head and face by the glass from the broken windows. It is thought that about twelve in all are injured. Those who were hurt were left at Tarrytown to be cared for. One of the rumors current here is to the effect that three persons were killed of have been injured as severely that they are not expected to survive the injuries they received. The damaged cars were taken off at Tarrytown. The baggage of the passengers who came on was in a terribly damaged state—trunks broken open, portmanteaus smashed in and the articles contained in them all strewn about the car. The traveliers who got here were all scared, but they all left thankful that they got off as lucky as they did.

Strange Conduct of Railroad Officials-The Truth of "Accidents" Withheld

from the Press. Buppalo, August 1, 1873. The reckless tampering with human life by railway servants lately, together with the conduct of rtain officials of the New York and Eric and

Buralo, New York and Philadelphia railways in excluding newspaper reporters from an investigation conducted by them relative to the late disaster at the junction of these roads in this city, has aroused public indiguation. People begin to believe it is an allow to smother the truth, and call upon the Coroner for a searching investigation at the inquest to be held on Monday next.

## YACHTING.

The following is Commodore Bennett's letter to the Secretary of the New York Yacht Club, which was received on Thursday

was received on Thursday.

CHARLES A. MINTON, Esq., Secretally of the New York Yacht Club:—

DRAR SIR.—I wish to give the pieces of plate and purses described below as prizes, to be sailed for in the manner and on the conditions named, and I request that the New York Yacht Club will appoint such committees as seem's be required for selecting the prizes, imposing the particular rules for each race, judging the races, &c., and that it will act altogether in the disposition of the prizes, taking whatever steps may seem to the yacht owners proper and necessary.

necessary.

I.—For a race to take place during the squadron cruise at Newport, two cups, of the value of \$500 cruise at Newpert, two cups, of the value of \$500 each; sac as a prize for schooners and one for sloops, to be salica according to the rules of the New York Yacht Club.

II.—For a race to be salied on the first Thursday of October, 1873, over the rugular regrets course of the New York Yacht Club and according to the rules of the Club, two cups of the value of \$500 each, one as a prize for schooners and one for sloops.

each, one as a prize for scheoners and one for sloops.

III.—For a rase to take place on the sesond Thursday of October, 1873, open to all schooners of any organized ysoht cith, a cup of the value of \$1,000, the vessels to be anchored in line from of the Owl's Head and to sail thence to and around the lightship off Cape May, and back to the lightship off Sandy Hook, which shall be the winning post, without allowance of time; otherwise according to the rules of the New York Yacht Cinb.

IV.—For a race also to take place on the second Thursday of October, 1873, a purse of \$1,000, and two purses for \$250 cach, open to pilot boats of New York, Boston, Philadelphia or any port of tae United States; to working schooners of not under twenty-five nor over three hundred tons, and to schooner smacks of New York, New London, New Bedford, Gloucester or any American port, the winning boat to take the purse of \$1,000, and the first boat at the winning post of the other two classes respectively—excluding the class to which the winner of the race belongs—to have each a purse of \$250. Fremain yours truly, JAMES GORDON BENNETT.

The Coming "Season." ollowing is the official programme of the races which are to take place during the coming

season:—
The following cups and prizes are open to be sailed for during the season of 1873:—
No. 1.—Bennett Challenge Cup for schooners—course from Sandy Hook Laghtship to Brenton's Reef Lightship and return—now in possession of the Club; value, \$1.500.
No. 2.—Bennett Challenge Cup, course from Sandy Hook Lightship to Five Fathom Lightship, Cape May, and return; held by Dreadnaught; challenged by Magic; value, \$1.000.
No. 3.—Bennett Challenge Cup, for schooners, over New York Yacht Club or Newport courses; held by Tidal Wave.
No. 4.—Bennett Challenge Cup, for sloops, over New York Yacht Club or Newport courses; held by Vision.

New York Yacht Club or Newport courses; held by Vision.

No. 5.—Cup presented by the Commodore, to be sailed for on the second Thursday of October, 1873, by schooners of any organized yacht club, from anchorage off Owl's Head, to and around lightship off Cape May, and return to Sandy Hook Lightship; value, \$1,000.

No. 6.—Cups presented by the Commodore, one for schooners and one for sloops to the New York Yacht Club, to be sailed for, during the cruise, over Newport course; value \$500 each.

No. 7.—Cups presented by the Commodore, one for schooners and one for sloops, to be sailed for on the first Thursday in October over the New York Yacht Club course; value \$500 each.

No. 8.—Purses presented by the Commodore, to be sailed for on the second Thursday of October, 1873 (under the direction of the New York Yacht Club), by pilot boats, working schooners and smacks (schooners) hailing from any port in the United States; the first vessel arriving of each of the other two classes to take a purse of \$1,000, the first boat arriving of each of the other two classes to take a purse of \$250. No class, however, to win more than one prize. C. A. MINTON, Secretary.

Match Race Between the Open Sloop

Yachts Brooklyn and Maud. etween the open jib and mainsall boats Maud. owned by Mr. Edgar Morris, and the Brooklyn, owned by Captain Smith. As both these boats ar well known considerable interest was felt in the event. According to the articles of agreement, signed by Mr. Ira Smith for the Brooklyn and Mr. D. Phelps for the Maud, the race was to be sailed over a course ten miles to windward and return, to be completed in four hours and a half. On the morning of the race the course was decided to be from off Premium Point to and around the buoy off Throgg's Neck and back, to be sailed over twice. The judges, Messrs. A. Cary Smith and Joseph Lockwood, previous to the start measured the boats, and found them to be of the following

dimensions :-Feet Long. Mand .. They were then started, the Brooklyn getting away at 12:26:10, followed by the Maud at 12:26:24 As the wind was about south by west they both stood for the Long Island shore on the starboard ack. The Brooklyn slipped through the water tack. The Brooklyn slipped through the water very fast and drew ahead of the Maud. The Brooklyn made several short tacks, while the Maud held on towards Sands' Point, and by so doing partly closed the gap between her and her antagonist. The wind freshened, and although both had all they wanted, yet they glided swiftly through the water. Off Cow Bay both yachts were in line about a mile apart, the Brooklyn being to windward. The Stepping Stones buoy was passed by the Brooklyn at 1:42, followed by the Maud three minutes later. The yachts turned the buoy off Throgg's Neck in the following order:—

H. M. S. Brooklyn 2 3 15 Maud..... 

They again stood off for Long Island shore, the Maud dropping astern. They rounded as follows, for the second time, Throgg's Point buoy:—

H. M. Maud ..... They stood away for home, the Brooklyn leading nearly a mile. The Maud passed inside of Hart's and Huckleberry Islands, but, notwithstanding this experiment, arrived home nearly ten minutes astern of the Brooklyn. The yachts arrived home

The judges then decided that, as the race had not been made in the specified time, it would have to be resailed. It will, therefore, be repeated to-day. General dissatisfaction was expressed at the result, as the day could not be more propitious, and it was evident to all that the Brooklyn was the faster boat of the two.

The schooner yacht Josephine, N.Y.Y.C., Mr. Lloyd Phoenix, and the steam yacht Fearless, Searived at Newport yesterday alternoon.

The Resolute, N.Y.Y.C., Mr. Hatch, is lying off

Stapleton, S. I.
The Fausthe, N.Y.Y.C., Mr. Russel, lies at anchor off Quarantine, S. I.
The Rambler, N.Y.Y.C., Mr. Thomas, lies off Bay

The Rambler, N.Y.Y.C., Mr. Thomas, iles off Bay Ridge.

The following passed Whitestone yesterday:—
Yacht Meta, B.Y.C., Mr. G. A. Beling, from the eastward for New York.

Steam yacht America, [Mr. Smith, from New York for New London.
Yacht Fleur de Lis, N.Y.Y.C., Mr. Dickerson, from the eastward for New York.
Yacht Vision, N.Y.Y.C., Mr. Alexandre, from Newport for New York.
Yacht Mary (sloop), B.Y.C., Mr. Barnard, from Newport for New York.

#### FIRE IN NORWICH, CONN Bleaching Works Destroyed-Loss \$75,000 to \$185,000. NORWICH, August 1, 1873.

At about half-past five o'clock this morning a reman at the Norwich Bleaching and Calendering Works discovered smoke issuing from the stair lower, in the rear of the south building of their extensive works. An alarm was raised at once, and the fre was under control by eight o'clock. It was confined to that part of the works. The rear walls are so badly cracked that they will have to be taken down and rebuilt. The building contained much valuable machinery. The goods in the burned rooms belonged to manufacturers in different parts of the country. The loss cannot be exactly estimated, as some goods were saved. It is, however, thought by good judges that it will exceed \$75,000. Some think the loss on machinery and goods will reach \$125,000. The property is insured in the Manufacturers' Mutual Company, of Boston, and other mill unituals. The work of rebuilding will be commenced at once. extensive works. An alarm was raised at once

#### DEERFOOT PARK.

"Extra" Da V of the July Trotting Meeting-Prince and Mack Win the Team Racc-Billy the Victor in the \$50 Match. The "extra" day of the July trotting meeting at Deerfoot Park was reple to with interest. Although the attendance was no. large there was considerable speculation amo 's the many spec-tators. First on the list was 'be unfluished team race. On Thursday it will be femembered that Prince and Mack and Lady P. Ver and mate had each two heats to their credit, and that five o'clock the judges called the teams for the ,sixth

o'clock the judges called the feams for the sixth heat. Frince and Mack were the favorites, and they went off and won the heat and race with ed. to.

The following is a complete

SUMMARY.

DEERFOOT PARK, NEAR BROOKLYN, L. f., July 31 and August 1, 1873.—Purse of \$200, for teams, mile heats, best three in five; \$125 to the first, \$50 to the second and \$25 to the third horse. Judges—Messrs. McDord, Williams, Storms and Pendergrast, John Philips' b. g. Prince and b. g.

Mack.

Fred. Jught's b. m. Lady Pfier and mate.

2 2 1 1 2 2

Match for \$50. Following the above the match of William McMahon's sorrel gelding Billy and Fred Haigh's white mare Bijon, for \$50, mile heats, best three in five, in harness, was decided. Billy was the favorite in the pools, and his going off and winning the contest in taree straight heats justified these expecta-

DEERFOOT PARK, A	August 1, 1873.—Ma				\$50:	
William McMahon's 3. Mr. Crow's 18. m. Bijot	or. Rilly		1 2	1 2	1 2	
First heat	Quarter. 48 48	Half. 1:26 1:25 1:23	Male. 2:55% 2:48% 2:48%			

#### SARATOGA RACES.

Depressing Effects of the Weather-The Trot Postponed-Entries for To-day's

SARATOGA, August 1, 1873. To-day has been another of the most disagree able of the season—hot, with frequent heavy rain storms. So heavy did it storm during the afterseon that the trot announced, free for all horses, to take place at Glen Mitchell, was postponed until Monday. Even the racing to-morrow, by the Saga toga Association, seemed to have already been affected by the weather, the entries being remarkably light for the two-year-old selling race, for a purse of \$500. Hanter & Travers' chestnut colt crowsmeat, by Censor, with 70 lbs., and Crouse's bay filly Persimmons, by Revoiver, with 76 lbs., are the only entries—the latter selling as the choice for \$55 to the other at \$55 for the Sequel Stakes, two miles, for three year-olds. The probable starters are leamont's imported colt by Breadulbane, Crouse's filly Satire, McDaniels' filly, by Kennicky, Littel's-chestnut cold Fellowerat, by Australian, and Welden's-chestnut cold Fellowerat, by War Dance, Belmont being largely the favorite, selling for \$230; Felloweraft bringing \$35. For the three miles dash Wanderer, King Henry, Harry Bassett and Hubbard will start. The two latter are selling for \$100 to Wanderer at \$55 and King Henry at \$15. ably light for the two-year-old selling race, for a

#### CLEVELAND RACES.

The Crowds, the Horses, the Winners and the Laggers-The Time Made in

Trotting. CLEVELAND, Ohio, August 1, 1873. The growds attending the races have increased in spite of the disappointment resulting from the postponement yesterday, though Barker & Gorman House morning and night, and had opposition places under their nose at every turn. The people were not satisted, but crowded booths erected in lawns along the principal streets, where they ing lamps. The day opened grandly with a clear blue sky, a bracing breeze sweeping over the track from the lake, and before the racing commenced fully 20,000 persons were listening to crowding every available space on the stands and near the track and filling over four hundred carriages, forced into the enclosure. start Nettie sold even against the field in the 2:40 race. Allen got the lead in leaving the score, but went off his feet at the turn, giving his place to Red Cloud, who was a length ahead at the quarter, with Chicago second, and hence to the Nettie second, and Mohawk, Jr., third. At the three-quarter pole Red Cloud and Nettie were neck and neck, Mohawk coming up on their flanks on the stretch. Red Cloud was liked by the little dark squaw, the young Mohawk taking the chief piace. She was dissatisfied with her second conquest, how

Second Heat, -Mohawk, Jr., had the lead, Nettie

sixth, Major Allen seventh, Flagler eighth. Time, 2:24%.

Second Heat.—Mohawk, Jr., had the lead, Nettie second, Crown Prince third. At the turn Nettie lead, lapped by Mohawk, Jr., and at the quarter pole they changed positions, while at the half-mile they were neck and neck, a length ahead of Red Cloud and Crown Prince, who trotted neck and neck behind them. At this point Mohawk dropped back, giving Nettle first place, but afterwards tried to regain his place, Nettle, however, crossing the score half a length ahead, with Crown Prince third, Red Cloud fourth, Derby fith, Chicago sixth, Flagler seventh, Allen eighth. Time, 2:24½.

Third Heat.—Derby had a little the start, but was lapped by Nettle at the turn, the mare leading half a length at the quarter. At the half-mile Nettle and Crown Prince were neck and neck, Nettle going ahead at the three-quarter pole. Nettle led the others, first closing and then again stringing out, with Mohawk in the second place. Coming up the stretch Crown Prince cut in ahead of Monawk, whose driver, getting second money, made no complaint of foul, and got second in the heat, the horses coming in in the following order:—Nettle, Crown Prince, Mohawk, Red Cloud, Derby, Chicago, Allen and Ben Flagler. Time, 2:25%.

Saint James drew the first place and had the lead, followed closely by Annie Collins and Star, and at the turn Saint James was two lengths ahead, increasing the distance at the quarter to three lengths. At the half-mile Saint James broke, letting Castle Boy up, and the latter soon passed to the front. At the three-quarter pole Castle Boy was first and Cosette second. The horses came in in that order, with Jonathan third, Annie Collins forth, Lady Banker fith, Saint James sixth, Independence seventh, Star eighth. Time, 2:25.

Second Heat.—St. James went off first, closely followed by Castle Boy star third. At the turn St. James was two lengths ahead and at the quarter one, while at the half-mile Castle Boy was closing up with Star, three lengths in the rear. At the three-quar

istanced.

Third Heat.—Brother Jonathan led off, Castle Third Heat.—Brother Jonathan led off, Castle Boy following and St. James sixth, and at the turn the positions were the same, St. James closing. Castle Boy got first at the quarter, with St. James second, two lengths behind, Jonathan third, Annie Collins lourth. At the half-mile Castle Boy was four lengths ahead of St. James, who was two lengths ahead of Jonathan. At the three-quarter pole St. James was on the Boy's flank, with Jonathan third. They came up the stretch at a hot pace, and just before reaching the score Lady Banker slipped in ahead of Truthful James and the horses crossed the score—Castle Boy first, Lady Banker second, St. James third, Star fourth, Annie Collins fifth, Brother Jonathan sixth, Cosette seventh.

BEVENING RACE TWO MILES AND REPEAT.
Zero withdrawn. Port Leonard had the lead,
the flush Crowding him to the eighth quarter,
when he fell back. Flush going to the front and
crossing the score half a length ahead. Nallie Bush
third, Mollie McIntyre fourth, Nathan Oakes fifth,
Sorrel Tom sixth, Protection distanced. Time,
2:47%.

3:47%. A COMPLAINT AND A CAUTION.

Complaint was entered against Port Leonard's driver, and the judges cautioned him to ride to win or he and the horse would be punished.

In the second heat Leonard had the start and kept it for the first mile, when he was approached by Nelie Bush, but they both gave way to Flush on the sixth quarter, the jockey evidently pulling Leonard in 'on the backstretch, but whipping hip; up as he approached the stand. Flush won by a bare length, Leonard second, Bush third and Urree lengths thythe rear, Molle McIntyre Jourth, Nethan Oakes and Sorrel Tom distanced. Time, 3:49.

## HAVADA MARKET.

Sugar—No. 13 Dutch standard, 10% a A1 reals per arrole. Exchange nominat, on London, 9% a 64 promium; Spanish gold, 43 a 69 premium.

### CUBA.

The Carlist Cause and Its Consequences-A Heavy Haul of Gold-Cespedes Refuses Negotiation-Severe Fighting-A Noted Officer Killed.

#### TELEGRAM TO THE NEW YORK HERALD.

KNY WEST, August 1, 1873. Mail advices from Havana of the 20th uit. contain the following intelligence:-

The government has obtained possession of important documents revealing clandestine labors of the Carlists in this province and criminating Quijarro, counsel for the Trans-Atlantic Steamship Company and legal agent for several wealthy merchants of Havana. Other persons are implicated and are under the surveillance of the courts. The arrest of some prominent men is rumored.

In searching the house of Quijarro \$500,000 in gold was found, which, it is said, was collected here to be sent to England to further the cause of thed arlists.

Trie Tribuno calls upon the government to em-

to the insurgents has returned after an interview with Cespedes, who drully refused to enter into any negotiations. The Commissioner sent by the Captain General

BATTLE AND DEATH. Severe engagements have taken place lately near

Puerto Principe with the insurgents. The town of Yaregal was attacked recently by at Cuban force of 300. After a fight of several hours they were repulsed. They set are to several

Guzman, a preminent Cuban, who was made Lieutenant Colored of the Spanish army for saving Valmaseda from being captured by the insurgente at on time, was lately killed in battle.

THE QUESTION OF PAYMENT IN GOLD. The lithographers of this city have struck work. They demand the payment of their wages in gold or its equivalent in currency.

All the railroads from this month forward exact

passenger lares and freight tolls in goldfor is equivalent: PUBLIC CONTRACTS. In view of the many artises in the matter of Chinese contracts, the government has ordered

the Captain General to strictly enforce the punish-THE RESULT OF THE DEFAULTER'S SPECIE LATIONS.

Another Heavy Fatture. The unfortunate speculations of Mr. Ethelbert & Mills, the late President of the Brooklyn Truss Company, who was drowned at Concy Island, is beginning to be felt in the business circles. Yesterday Mr. John A. Betts, an extensive real estate day Mr. John A. Betts, an extensive real estate dealer, residing on Clinton avenue, was unable to meet his payments, and flied a petition in the United States Court' to by declared a bankrupt. His failure was brought about, it is said, through his having endorsed a large number of notes for the accommodation of Mr. Mills, and his liabilities amount to about seven bundred thousand doliars. Among the heaviest creditors are Frederick A. Platt, Charles J. Beach, Charles J. Lowrey and Daniel Chauncy, the receiver of the Brookiyn Trust Company. The paper with Mr. Betts' name will now go to protest. The report upon the streets of the failure last evening caused considerable excitement.

### THE WEEKLY HERALD.

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The WEEKLY HERALD of the present week, now ready, contains a Select Story, entitled "Chieffy for This End," together with the very Latest News by Telegraph from All Parts of the World up to the hour of publication :- Festivities in Paris, in Honor of the Shah of Persia; The Late Great Fires in Baltimore and Norfolk: The McBride Massacre, near Williamsport, Pa.; Lord Gordon's Abduction; The Rivington street Trowel Murder; Another Jersey Horror, Frightful Fratricide in Newark; Philadelphia's Preparations for the Centennial; The Steam ship Virginius; A Prince in Ludlow street Jail, and Sad Death of a Young Journalist. It also contains sad Death of a Young Journalist. It also contains the Latest News by Telegraph from Washington; Political, Religious and Sporting Intelligence; Obituary Notices; Varieties; Editorial Articles on the Prominent Topics of the Day; Our Agricultural Budget; Reviews of the Cattle, Horse and Dry Goods Markets; Financial and Commercial Intelligence, and Accounts of all the Important and Interesting Events of the Week.

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