

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.

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...

Eighty-seven insurrectionists were killed. SEVILLE BEING MADE SECURE.

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 defence.

The junta at Glas de Valencia has seized three vessels 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 government.

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 IMPROVISED. 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 inhabitants.

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 rigate Villa de Madrid had joined the insurgents is officially contradicted.

AN INSURGENT LEADER ARRESTED. Parcelles, a prominent instigator of the Cartagena insurrection, has been arrested.

Cortes Secessionists Censured Despite of Castelar. In the Cortes to-day a resolution of censure directed against the insurgent Deputies was debated.

Señor Castelar made an eloquent and patriotic speech, counseling moderation on the part of the republicans.

The resolution was adopted by a vote of 195 yeas to 15 nays.

Don Carlos' Operations in the Field. The Carlists announce that Don Carlos has captured Estella, with the entire garrison, who surrendered as prisoners of war.

A Carlist force 1,000 strong attacked Portugalete, 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. BERLIN, August 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 Hostage Positions.—The Latest Fire After the Fight—Citizen Silence—Cost of the Great War.

TELEGRAM TO THE NEW YORK HERALD. PARIS, August 1, 1873.

The municipal territories of Nancy and Belfort were evacuated yesterday by the German troops, who burned all their goods which could not be carried away.

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

Imperialism Saluted by the Commune. PARIS, August 1, 1873.

During the evacuation of the Vosges by the Germans there were cries of "Vive la Commune!"

The Commencement and Cost of the War. Three years have elapsed to-day (3d of August) since the Germans first entered France for the prosecution of the late war.

The Foesteche Zeitung, in a number published early in the month of July last, worked out the money cost of the war between Germany and France thus—

The bill just passed by the Reichstag respecting the share of North Germany in the war indemnity lays down the extraordinary expenses for 1870-71 at 2,099,262,500 thalers. Then the cost of the re-establishment of the North German contingent is computed at 109,446,310 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 \$83,000,000 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 under three 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 dollars, gold.

ENGLAND.

Discount on "Change-American Securities"—A Bank Holiday at Hand—Radical Opposition to the Royal Dowry 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, 1873. The rate of discount for three months' bills in the open market is (2:30 P. M.) 1/2 per cent below the Bank of England rate.

American Securities.—There have been no transactions thus far to-day and prices are nominally unchanged.

A TREAT IN THE LANE END STREET. Monday next will be a bank holiday and the London markets will be closed.

BULLION TO THE BANK. The amount of bullion gone into the Bank of England on balance to-day is \$285,000.

THE BANK ROMANCEY CASE COMING TO THE BAR. The trial of Austin Bidwell and his accomplices in the frauds upon the Bank of England will take place on the 15th inst., at the Old Bailey, before Mr. Archbold. Mr. Bidwell will conduct the prosecution 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 further adjourned until Tuesday next, in consequence of the continued illness of one of the jurors. Mr. Kenely, 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 9th inst.

HARVEST PROSPECTS. Rain, accompanied by thunder and lightning, prevails in London and vicinity to-day. Elsewhere, throughout England the weather is fine and favorable for the growing crop.

AN EXCITING ELECTION AT HAND. The election of a member of Parliament for Greenwich takes place to-morrow. The contest is close and excited and there has been some rioting.

MINERS ON STRIKE. The miners of the Wigan district, Lancashire, have struck for an advance of wages and reduction of hours. The movement does not have the sanction or sympathy of the trade unions.

The Royal Marriage of the Duke and Duchess of Edinburgh. The bill granting \$25,000 per annum to the Duke of Edinburgh on the occasion of his marriage came up to-day for a third reading.

Sir Charles Dilke made a long speech against the grant.

Mr. Gladstone replied with bitterness, characterizing "the persistent opposition to the bill as indecent."

Mr. Muntz, member for Birmingham, protested against the epithet "indecent," and Mr. Gladstone withdrew the offensive expression.

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 an amendment providing that, in the event of the Duke of Edinburgh succeeding to the Grand Duchy of Saxe-Coburg, the annuity cease.

After further debate, the amendment was withdrawn and the bill passed in committee.

The Question of Religious Toleration. 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 Edinburgh 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 surrendering their right of succession.

There is no legal objection to an English prince or princess marrying a person of the Greek faith. The Princess Marie 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 Britain.

A New Steamship for the Transatlantic Trade. GLASGOW, August 1, 1873.

The pioneer steamer Goethe, built by the Messrs. Napier, for the Eagle line (Hamburg and New York), made her trial trip to-day, averaging fourteen 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 Corinthian Plate.

TELEGRAM TO THE NEW YORK HERALD. LONDON, August 1, 1873.

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

EVENTS. THE CHESTERFIELD CUP (handicap), value 300 sovs., by subscription of 15 sovs. each, for three-year-olds and upward, was won by M. Le Petit'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 Louise, and 5 to 1 against Hannah.

The Goodwood Corinthian 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.

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

Eight horses ran. The betting at the start was 5 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 Candidate Ousted Down.

TELEGRAM TO THE NEW YORK HERALD. PARIS, August 1, 1873.

Disturbances are reported at Raon l'Etape, in the Department of the Vosges. The Sub-Prefect was herten by the mob, who cried, "Vive Thiers! Vive Gambetta!"

The Prefect of the Department of the Upper Loire has forbidden the sale in the streets of the radical journal Le Peuple Souverain.

MONARCHISM STILL MUTIS. The report that the Count de Paris had gone to Fribourg to visit the Count de Chambord is pronounced false.

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. St. 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 "Saratoa Special" Collides with a Freight Train Near Tarrytown.

A Terrible Disaster Narrowly Averted—A Brakeman Mortally Wounded—Three Passengers 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 maiming 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 "Saratoa special" left New York at nine A. M. yesterday with four passenger coaches, two of which were Wagner drawing room cars, moderately filled with passengers. There were not to exceed one hundred and fifty passengers on the train. About seventeen minutes to ten a freight train left Tarrytown on 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 PROO." 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 Saratoa express came thundering up at the rate of five miles an hour. The iron on the moving freight train jumped along 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 leaped over the main track.

"WORDS 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 of 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 passengers on the Saratoa "special." Fortunately the engine and the tender of the express train passed the car before it took its fatal hurt or the entire train must have been wrecked.

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 end of the main track. The second freight car was badly smashed. The steel rails under the first car were cut as with a knife.

A brakeman, Richard Finley, who was on the top of the freight train, in discharge of his duty, was thrown between two coaches and 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 the hospital, where there are no hopes entertained of his recovery. It is generally believed that he will have ceased to suffer by this morning.

The utmost terror reigned in the Wagner cars for a few moments succeeding the crash. Pieces of iron and splinters of wood were flying about the engine and the drawing room cars, and many who were seated on the opposite side of the coaches were severely cut about the face and hands by the screams of the women confined for some moments after the train had been slowed up, but it was ascertained that no injury to all but two passengers had been inflicted.

THE SERIOUSLY WOUNDED. Mr. Ira D. Warren, of New York, bound for Saratoga, was in a hotel, where his wife and the rest of the drawing room car mayflower. A large stick of wood entered through a window, crushed the engine and showed the road in the vicinity of the wreck. The baggage master of the train was not injured, but a shot of iron from the engine and showed the road on the head, back of the right ear, inflicting a very severe, but it is not believed dangerous, wound. His leg was also severely bruised against the side of the car. Mrs. Warren was thrown 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 the eye and carried away the small bone and the flesh over the temple. The cut is a very severe one, and, although 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 her baggage were 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.

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