American Yachting.

TRIAL OF SPEED BETWEEN THE NORTHERN LIGHT AND SYREN.—There was a brief and beautiful trial of speed yesterday, between the Light and the Syren—the Coquette as stake boat.

The two competitors started from Sandy Hook at twenty minutes past twelve, beating to the windward with a seven knot breeze. In about an hour, the Northern Light, an eighth of a mile ahead, the Syren broke her bob-stay, when she luffed up and put before the wind for the Hook, and then sailed for the city. The Northern Light of course put about, and she and the Coquette also returned. Those who saw the race think that the trial was a fair test of the speed of the two boats.

Capt. Greg Thomas was pilot of the Light, and Capt. Ludlow of the Syren.

We understand that W. F. Winchester, Esq., the owner of the Light, leaves immediately for Boston.

TO THE EDITOR OF THE NEW YORK HERALD—

Sir:—

I find in your paper of this morning a letter from Mr. Parsons, in which he makes what he says "is a plain statement of facts." The statement is plain enough. The facts I will take leave to differ with him about. Mr. Parsons states that the boats started with a strong current in their favor; that the stake boat was placed at a point that bore West by South from the Woodlands; and that the distance was performed in seven hours.

For the first fact, I will appeal to the almanac. High water on that day (according to the almanac maker) was at half past twelve at Sandy Hook. Now, if the tide followed its usual course, (which I am rather inclined to think it did,) the current would have been strong against us, instead of strong in our favor, as Mr. Parsons states it was. This would seem to settle one of the points.

Mr. Parsons says, Capt. Rogers showed him a point on the chart, bearing West by South, from the Southern part of the Woodlands, as being twenty-five miles from the white buoy at the Bar. Capt. Rogers did so, Mr. Parsons says the station boat was placed there—I say she was not, as the certificates will (I think) prove.

Had she been placed West by South of the South parts of the Woodlands, she would have been 24 or 25 miles from the white buoy of the Bar. Now, if the pilots on board the Northern Light say she was there, and that she returned the 24 or 25 miles in five hours, against such a tide, wind and sea, they say that which it will be difficult for them to prevail on any waterman to believe.

Mr. Parsons is unquestionably right when he says—that Mr. Stevens "no doubt is very sorry to be obliged to notify the press, that he made no error of judgment."

Mr. Stevens is very sorry that he felt himself obliged to notify the public anything about it. To escape the chance of being obliged to do it again, he takes the liberty of withdrawing the offer (of which, by the by, no notice was taken) to run the same race over again for 500, 1000 or 5000 dollars.

Colonel Winchester, (from his letter in this morning's Herald) seems to think that my mention of the Northern Light was intended as a sort of boast of what the Maria could do with her. If so, he has done me an injustice. I stated it only to show that the Maria had met with an accident. The Northern Light, under double reefed mainsail, single reefed foresail, and bonnet off, the jib passed the Maria (under way) the first time she came abreast of her.
Mr. Parson is in no doubt that Mr. Stevens "in doubt is very sorry" that he shied the offer, and he made no excuse for it.

Mr. Stevens is very sorry that he felt himself to notify the public any thing about it. To escape the chance of being obliged to do it again, he takes the liberty of withdrawing the offer (of which, by the by, no notice was taken) to run the same race over again for 300, 1000 or 5000 dollars.

Colonel Winchester, (from his letter in this morning's "Northern Light") seems to think that my mention of the "Northern Light" was intended as a sort or boast of what the "Maria" could do with her. If so, he has done me an injustice. I stated it only to show that the "Maria" had met with an accident. The "Northern Light," under double reeved mainsail, single reeved foresail, and boom off the jib, passed the "Maria" (under double reeved mainsail and boom off the jib) and kept the lead for perhaps half an hour or more. The "Maria" repassing her under this sail, proved she had been crippled. To this and to this only I attributed the loss of the race with the "Coquette," to whose owner I paid, immediately on the receipt of Mr. Parson's decision that the distance had been done in the time, the amount of the bet.

In reply to Col. Winchester's challenge to go to Boston and race in a ten hour breeze or over—I say that she must be beg to be excused. The injury the "Maria" has received in the late gale, added to the loss of her centre-board, will probably keep her quiet enough for the next six weeks. The race would then have to come off some time in December. I doubt if the chance of presenting $500 or even $1000 to the most charitable institution of either city would (i speak for myself only) counterbalance the scare I should be likely to get in rounding Cape Cod in that season.

If the Col. should pay us a visit next summer, or the "Maria" should go to Boston, I shall be most happy to give him the chance of making the present he speaks of.

Your obedient servant,

JOHN C. STEVENS,
Com. N. Y. Y.C.

NEW YORK, Oct 16, 1846.

SEAWORTH COTTAGE,
Jersey City, Oct. 12, 1846.

Dear Sir:

In answer to your inquiry of at what distance the station boat, "Northern Light," was placed from the white buoy on the bar, I say that I am sure she was not over twenty or twenty-one miles at farthest from the white buoy on the bar (where we started from).

At the time the "Maria" turned the station boat, I took the bearings of a house on the north side of Squan Inlet, some four or five miles distance, which bore by compass S.W. by W., which, by reference to the chart, will show the distance to be what I have stated it.

Yours most respectfully,

JAS. ROGERS.

To JOHN C. STEVENS,
Commodore of the N. Y. Yacht Squadron.

I was on board of the Yacht "Maria" as pilot, on the day of the race between the "Coquette" and her, and state most positively that the station boat "Northern Light" was not placed West by South of the Woodlands. She was certainly not more than 20 or at most, 21 miles from the White Buoy off the Bar. We had an hour and half's flood to stem in going down, and the whole of the ebb to contend with in beating back; with a heavy sea to contend with. I am certain that no vessel could, under circumstances, have performed the distance, or any thing like it, in the time claimed to have been made.

JAMES CALLAHAN, Pilot.

To JOHN C. STEVENS,
Commodore of the N. Y. Yacht Squadron.