

## 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. P. 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 bouy at the Bar. Capt. Rogers did do 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 bouy 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 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 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 double reefed mainsail, single reefed foresail, and bonnet off the jib).

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passed the *Maria* (under double reefed mainsail and bon-  
net off the jib) and kept the lead for perhaps half an hour  
or more. The *Maria*'s 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 Bos-  
ton and race in a ten hour breeze or over—I say  
that I must beg to be excused. The injury  
to the *Maria* has received in the late gale, added  
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.

SEAFORTH COTTAGE,

Jersey City, Oct. 12, 1846. }

DEAR SIR:—

In answer to your inquiry of at what distance the sta-  
tion 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 a 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 con-  
tend with. I am certain that no vessel could, under such  
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,

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