THE OCEAN YACHT RACE.

The Banquet at Cowes.

[From the London Times, December 31.]

The extraordinary yet very natural excitement under which Cowes has labored during the past week, and in which, indeed, every town and hamlet in the kingdom have in a certain lesser degree participated, reached its culminating point on Saturday in the banquet given by the inhabitants of Cowes to the officers and gentlemen amateurs of the New York Club squadron now anchored in Cowes roadstead, and comprising the three beautiful schooners Henrietta, Fleetwing and Vesta—names that are "household words" in every city of the great republic by reason of their yachting triumphs, and for the same reason equally familiar to every English yachtman. The banquet was given in the dining hall of the Gloster Hotel, the old quarters of the Royal Yacht squadron, which was tastefully decorated for the occasion, floral wreaths and festoons running round the cornice over the trophies of flags and emblematic devices, the panels of the walls of the apartment being filled with paintings and illuminated photographs on glass illustrating episodes in the careers of the most celebrated of our English yachts. Among the most noticeable of the mottoes on the wall were—"God bless the Queen and President;" "Separated, not divided;" "N. Y. Y. C. and R. Y. S." In the immediate vicinity of the chair was placed a large engraving representing the delivery of the Arctic ship Resolute by the officers of the United States Navy to the British naval officers at Chatham, after the arrival of that ship in England on her recovery from the Arctic Seas by our American brethren. Sir John Simeon, M. P., was in the chair, having on his right Commodore McVicar, of the New York Yacht Club, and on his left Major General Seymour, Equerry to the Queen; the other guests in the immediate vicinity of the chair comprising, Mr. James G. Bennett, Jr., of the New York Herald, and owner of the Henrietta; Colonel Taylor, United States Army; Mr. L. Lorillard, of the Vesta; the United States Consul at Southampton; the mayor of Newport; Captain Luard, her Majesty's ship Hector; Captain Brown, R. N., secretary Royal Yacht Squadron. The vice chair was filled by Mr. J. Binfield Bird, the chairman of the Banquet Committee, having on his right and left Captain S. Samuels of the Henrietta, Captain Thomas of the Fleetwing, Captain Johnson of the Vesta, Captain Kitt, Mr. S. R. Fisk, and other American gentlemen. Covers were laid for one hundred and ten. The cards of invitation issued were beautifully got up in colors by Smith, of Cowes, and each was headed with the flags of America and England, held with clasped hands. The dinner and the wines were most creditable to the Messrs. Jones, of the Gloster and Fountain Hotels, the purveyors. Grace was said by the Rev. Mr. Atkinson, the Vicar of Cowes.

SPEECH OF SIR JOHN SIMSON.

The Chairman, in rising to propose the first toast, said, although the party assembled was a numerous one, it would have been much more so had not many gentlemen who were anxious to be present been prevented from attending, and his first duty was to read the letters of apology which he had received. He then read letters explaining their cause of absence from the Prince Leiningen, Sir John Cowell, Major General Biddulph, Rear Admiral Sir J. Hammond, Rear Admiral Ratsey, Mr. Tennyson, Poet Laureate; Mr. J. Stephenson, C. E.; Commodore Ballision, Admirals Love, Crozier, &c. He then said that the first toast always drunk in every assembly of Englishmen was the health of her most gracious Majesty the Queen. (Cheers.) They were at all times ready to drink that toast with expressions of loyal attachment to their constitutional Sovereign who so admirably discharged her high and responsible duties; but sitting, as they now did, almost under the shadow of the towers of Osborne, they might be excused if a sentiment rather more personal and tender animated them on the present occasion. (Cheers.) He begged to give "the health of her Majesty the Queen," with all respect, loyalty and affection which could be thrown into the toast. (Loud cheers.)

The toast was drunk with all the honors.

The Chairman said he had now to call on them to fill their glasses to "the Health of the President of the United States." (Cheers.) On an occasion like the present they were delighted to pay a public compliment to one filling that important position—a man who had been selected by his fellow countrymen—by that mighty nation across the Atlantic—to be their leader and representative. (Cheers.) They were quite aware that at this moment there might be reasons why the policy pursued by the President might not be considered satisfactory to all parties in the United States. This was not the time or place to discuss that question. (Cheers). Everybody, however, must admit, whatever their prepossessions might be, that no one could have more earnestly pursued or more decidedly carried out the course of policy which, rightly or wrongly, the President believed to be essential to the interests of the country. (Cheers.) All they had to do, and he was sure the sentiment would be unanimously responded to around that table, was to express an earnest wish that the policy of the President might be so guided and controlled as to be conducive to the peace, prosperity and best interests of that great country, with which we were so nearly connected by every tie of blood and interest. (Cheers.) He proposed, with all the honors, "the Health of the President of the United States." (Cheers.)

The toast was drunk with all the honors.

The Chairman, in giving "the health of the Prince and Princess of Wales and the rest of the royal family," said there never was a royal family so carefully trained and anxiously educated to fulfil the duties expected of them as the royal family of this country. (Cheers.) In their domestic, social and public relations the members of the royal family had from first to last been all that the English community could wish or desire, and on such occasions as the present they were, therefore, always sure of having their names received with the utmost cordiality. (Cheers.)

The Chairman, in giving the next toast, said it would be found slightly varied from the form in which it was usually given at public dinners. They had long been accustomed to toast the army and navy of England; but, in the presence of their distinguished guests from over the water, he proposed to alter the toast, and he was quite sure they would be delighted to adopt the alteration, and drink to the united armies and navies of the United States and Great Britain. (Cheers.) They knew and their fathers had known what their own army and navy were. That army and navy had been supplemented by their great *corps de réserve*, and he had no doubt they would be found able to do all their predecessors had done before them. They now also knew what the army and navy of the United States were. They had long known what the navy of the United States was, but it had been reserved for this generation to arrive at a true appreciation of the United States army. During the last few years they seemed to have the facility not only of creating armies but of improvising generals for them. (Cheers.) He looked upon it that the United States and Great Britain united were the greatest security for the peace and liberty of the world. (Cheers.) We in England relied on the prestige of a glorious past; our brethren on the other side of the Atlantic seemed to him to possess all the vigor, the strength, and the indomitable energy of youth. (Cheers.) Long may the Union to which we now drink continue. (Cheers.) He had great pleasure in giving "The armies and navies of the United States and Great Britain," coupling with the toast Colonel Taylor, of the United States army; General Seymour, of the British army, and Captain Luard, of the British navy.

The toast was drunk with all the honors.

SPEECH OF COLONEL TAYLOR.

Colonel Taylor (who was loudly cheered) said—I would that some gentleman more capable than myself were present from America to respond to the toast which you have just been pleased to offer. But I am very sure that my friends who have crossed with me in the three yachts the December Atlantic will join with me in expressing our most heartfelt thanks for the very great courtesy you have extended towards us in remembering on this occasion the Army and Navy of the United States. I need not say how great is the pleasure I experience in replying to a toast which in its sentiment blends together the names of Great Britain and America. (Cheers.) I am no speechmaker, yet the veriest tyro could not hesitate to respond when such common interests are coupled together (cheers); and I must confess the higher and wilder beat the pulsations of my heart when I think of the cordial, sincere friendship and love cementing the ties which should be our natural bond. (Cheers.) England and America! Both nations have been for many years rivals. England is the mother; we are the child. (Cheers.) Both have set the most brilliant examples of everything right, proper, noble, good and virtuous. (Cheers.) We have tried to follow in your wake. (Cheers.) If our steps have been onward, yours have been upward; we have tried to emulate them. What we have done you have taught us to do. (Cheers.) If in years past our flags have been joined together and our hands clasped, let us hope and wish that in years to come England and America may be still more closely united. (Loud cheers.) Looking down the long vista of years to come, through the long corridors of time, no dearer dream can we realize than that of Great Britain and America joined hand in hand, marching onward and upward together—(cheers)—the stars round which our thoughts revolve like satellites. (Cheers.) For, gentlemen, whom God hath joined together let no man put asunder. (Loud cheers.)

SPEECH OF GENERAL SEYMOUR.

Major General Seymour, in replying for the British army, said—I thank you sincerely for the hearty way in which you have received the toast proposed. The English army is, as you know, certainly not overpaid—(a laugh)—and in this respect, at least, is probably not unlike the American army—(a laugh)—so our guests whom we are assembled here to honor will understand and believe me when I say that it does not look to personal advantages or pecuniary rewards as an incentive to do its duty half as much as to the hope of being able to attain the respect and approbation of its countrymen. (Cheers.) These public occasions are, therefore, always hailed by both services as affording a good test and gauge of the degree to which they are valued at particular moments, and I am not afraid of being contradicted when I say that although our army is too small, it never was more efficient. (Cheers.) Soldiers, equally with sailors, are never backward in appreciating enterprise and skill, qualities which both have been shown in no ordinary degree on the present occasion, as proved by the almost unprecedentedly short time in which those American yachts have made their voyage at this inclement season of the year. (Cheers.) I say almost, because her Majesty's ship Newcastle at the same season came in eleven days to Falmouth; but then there was the difference of tonnage, which makes all the difference in the risk and danger. (Cheers.) It is with much pleasure, then, that as a soldier I am allowed to take my humble share in doing honor to these gallant gentlemen, who have made Cowes the goal of their interesting race—(cheers)—and it is the more pleasing that I have had many opportunities of hearing my brother officers speak with gratitude of the facilities which were given them by American officers of seeing the movements of the armies under their guidance during the late war. (Cheers.) I have often heard my father—whose name is, I believe, well known in America as almost the oldest admiral in the fleet, and who was known, probably, to several Cowes men now present as a near neighbor in old days at Norris Castle—(cheers)—I have heard him say that, in the different positions in which he has found himself in various parts of the world, he had continual intercourse with commanders of American squadrons, and that he looked back to that intercourse with much satisfaction. (Cheers.) I repeat, therefore, that it is personally grateful to my feelings to be present, but I have still a more pleasing duty to perform. I happened to be at Osborne in attendance on the Queen when the yachts arrived, and I can speak, therefore to the lively interest which her Majesty evinced in all the particulars of the voyage—(cheers)—and I am commanded by her Majesty to express her thanks for the readiness which was shown to-day in bringing the three yachts off Osborne. (Cheers.) The Queen and the royal family derived much gratification in seeing them under way. (Cheers.) Gentlemen, I again beg leave to thank you, and to drink all your good healths. (Cheers.)

SPEECH OF CAPTAIN LUARD, ROYAL NAVY.

Captain Luard, in speaking to the toast for the navy, said:—Although I cannot but feel that I rise at very great disadvantage after the extremely interesting speeches of General Taylor and General Seymour, it is yet with no ordinary emotions that I rise to return thanks in behalf of the English navy on the present most auspicious occasion. It is always a very great pleasure to us to welcome the American flag into our waters; but on this occasion, when so remarkable an event as the termination of the great ocean yacht race is signalized by the appearance of that flag here, it is more than usually so. I am sure that no Englishman—certainly no English naval officer—can forget the memorable words spoken by an American commodore at the taking of the forts at Pelho, that blood was thicker than water—(cheers)—and we all believe that the spirit which prompted these words, and not only the words, but the very efficient assistance then rendered, will never be wanting on the part of the great republic of the West. (Cheers.) I am sure, speaking for the mother country—far away down east, as they would say on the other side of the Atlantic—the impression made by the words uttered and the assistance so generously given will never be obliterated. (Cheers.) Through all the storms of political controversy, through all the necessities of national statecraft, through all our most distant anticipations of the future, we may confidently hope and trust that the two nations may press forward hand in hand together—(cheers)—and that the future anticipated by Colonel Taylor may be realized. (Cheers.) The numbers assembled to do honor to this occasion must be a gratifying as well as convincing proof of the interest taken by England in all that concerns our transatlantic neighbors. In the name of all ranks and grades of the British navy I thank you for the honor you have done them by coupling them with the army and navy of the United States. (Cheers.)

The Chairman, in giving the next toast, "Peace and Prosperity to the United States and to Great Britain," said he proposed it with a firm conviction that these would be best secured to both countries by their permanent and indissoluble alliance. (Cheers.) Nay, more, in that alliance would be found the best security for the peace, the intellectual progress, and the liberties of the world. (Cheers.) In this toast every true lover of his country in either hemisphere would, he was convinced, heartily join. All would feel with him, that two great nations so closely united by every tie of blood and of interest should never be severed even in thought. (Cheers.) The union between England and America appeared to him hardly to belong to the mere category of political arrangement, but to have in it something of a closer and more domestic character. He thought that in this was to be found the secret of those transient clouds which occasionally darkened the serenity of our horizon. It had often been said by social philosophers that husband and wife should not be exactly similar in temper and disposition. The self-knowledge of each of the parties to the contract made them see each other's little defects and failings with an eye sharpened by their consciousness of their own misdoings and deficiencies. (Cheers.) He believed that this might be the case as between ourselves and our great relative across the Atlantic. We were too much alike always to be perfectly agreed. (Cheers.) Be that, however, as it might, supposing any such clouds to exist or to have arisen, he felt sure that by a frank and cordial explanation they might be blown to the winds, and that the words of the old poet, "the falling out of faithful friends renewing is of love" might be completely realized. (Cheers.) He was certain that the more the two nations saw of each other the more would their mutual regard and respect be deepened, and hence he augured well for the results of this auspicious evening. (Cheers.) Bound together as the two nations were by every tie of a common origin, a common language, and a common literature, they ought to go hand in hand upon the great mission of the Anglo-Saxon race—the civilization and emancipation of the world. (Loud cheers.) He begged to couple the toast with the name of Mr. L. W. Jerome.

The toast was drunk with great cordiality.

SPEECH OF MR. L. W. JEROME.

Mr. Jerome said:—Mr. Chairman and gentlemen, I rise with what I may call extraordinary and unusual embarrassment, and under a great disadvantage. I am, perhaps, the only person in our party who has not his speech carefully written out ready for delivery. (Cheers and laughter.) I did expect to be able upon this occasion to make our apology for coming to Cowes in December, instead of waiting for the regular yachting season; but even that subject has been taken from me. (Laughter.) There is no necessity for an apology. (Cheers.) I find that December is just the time to come to Cowes. (Cheers.) Hereafter I shall advise all my American friends who want to go to Europe to go in a yacht in the month of December, and arrive at Cowes. (Cheers.) They will be perfectly content to stop here. (Cheers.) This little but most hospitable town is all that I have seen of Merrie England; but I would be satisfied to go home without seeing any more. (Cries of "Stay with us.") Already I begin to feel like a naturalized citizen, so great has been your kindness, so overwhelming your generosity. (Cheers.) I am, indeed, at home here. (Hear, hear.) Let me join you, Mr. Chairman, in welcoming my young American friends to this yachting centre. (Laughter and cheers.) I do not refer particularly to the other yachting centre—Mr. Centre, of New York, the inventor of wire rigging—although I might be understood to do so. (A laugh.) I tell you seriously, my friends, that we did not, we could not, anticipate such a reception as this. (Hear, hear.) Our yacht race was made up at a dinner. Two gentlemen arranged it, and one of them, as if to outdo the other, said, "Let us make it from Sandy Hook to Cowes." "That suits me," was the reply. (Cheers.) "Let us make the stakes thirty thousand dollars a side." "That suits me." (Cheers.) "Let us sail in the stormy month of December." "That suits me." (Applause.) Then another gentleman—a young gentleman, a modest gentleman—Captain Bennett, now present (loud cheers), asked if they would let his yacht into the match. They were very willing to do so, as she was considered decidedly the slowest boat. (Laughter.) This slowest boat has won the race, gentlemen. (Cheers.) I then proposed to make the match, "play or pay," and that decided the affair. You know the rest. Here we are, and very glad we are to be here. (Cheers.) In conclusion let me say, let us bring our yachts and racehorses into friendly competition, meet together in this social way, and keep aloof from all the politicians, and there can never be any difficulty between England and America. (Loud cheers.) With our flags hanging together, as we see them to-night, our national mottoes side by side, and our hands united in the cordial grasp of a sincere friendship, the two countries will go on together in their career of glory, the envy, the admiration and the rulers of the world. (Loud and continued cheers.)

The Chairman, in giving the next toast, said it was perfectly natural that on such an occasion they should dilate on the great national advantages of union between the two great countries respectively represented; it was most satisfactory to find the manner in which that sentiment was echoed on both sides of the Atlantic, especially by their honored guests. They must all feel that this was a very peculiar occasion. It was not a political occasion—not a meeting of statesmen, not a convention of States which might be friendly or hostile—it was simply a meeting of friends from both sides of the Atlantic, all animated by their attachment to a common pursuit, that great sympathy which united the Anglo-Saxon race in attachment to anything having a semblance of sport about it. In the Isle of Wight they well knew what sport upon water meant. They knew something of yachting—(cheers)—and they were justly proud of their Royal Yacht squadron. New York also boasted of its yacht squadron, so admirable and valuable in many points by which a yacht squadron should be distinguished. We had learnt a lesson from them, and a great lesson. He believed that to the yacht squadron of New York must be attributed all the admirable qualities of vessels they had lately seen. (Cheers.) They had been most successful, and accomplished everything they had attempted. He had much pride and satisfaction in seeing present so many of the members of that club, and that they had brought with them three such beautiful specimens of yacht architecture to excite their admiration. He was glad to see Commodore McVickar present—(cheers)—an excellent representative from another hemisphere of the social and manly qualities on which they prided themselves on this side of the water. (Cheers.) He was glad to see at this board a gentleman who merited the suffrages of his fellow citizens, who had placed him in the important and responsible position of Commodore of their yacht squadron. He had no doubt they would give the toast he now proposed a most cordial welcome, "The Health of the New York Yacht Club, coupled with the name of their honored guest, Commodore McVickar." (Cheers.)

The toast was drunk with loud cheers.

SPEECH OF COMMODORE M'VICKAR.

Commodore McVickar said:—I confess I felt for some time that the task I had undertaken was a most difficult one, but now we are here, and after all the kindness we have received, I must say I feel very proud of the result. There are a few incidents connected with the formation of this match which, perhaps, may be of interest as indicative of the feelings with which it was begun. Mr. Jerome has mentioned some of the circumstances, but he has omitted to state that when the terms of the match were adjusted a destination was not named, but silently and unanimously it was felt it should be Cowes. (Cheers.) Your kindness since our arrival has made us feel that you have established as a fact what must be felt at home, that in coming here we did not come as strangers to a strange land. (Cheers.) And were there any lingering doubt in our mind we have only to look at the mottoes which grace this room to feel that there can be no mistake. (Cheers.) One I see runs thus—"God save the Queen," to which I am happy to think every American heart will respond. (Loud cheers.) Again, I see "Separated, not divided." I have no question of the fact; and if there were I would point to the other side and say "Evil be to him that evil thinks." (Cheers.) Remembering where we came from, and what we came from, the "welcome to old England" is indeed a welcome home. (Loud cheers.)

The Chairman said no had now arrived at what might be called the toast of the evening. They were met to celebrate one of the most dashing and daring exploits on record. (Cheers.) They had met to celebrate the triumph of the winner of the great yacht race between New York and Cowes. As he formerly stated, they had long been accustomed to yachting, but in the number of yachts and yachtmen there had never been a match carried out so spiritedly. Never had yachts so braved the billows of the broad and stormy Atlantic. (Cheers.) They had long been accustomed to yachting, but [illegible] been reserved for those who were called the cousins [illegible] the mother country to teach old England to k[illegible] what yachting could be made, and what American [illegible] how she He hoped they would take a lesson fro[illegible] made [illegible] saw before them. He did not know that [illegible] in what they anything to learn in the way of yacht b[illegible] they had [illegible] had to learn the patriotism which [illegible] building, but they yacht into an instrument for the [illegible] converted even [illegible] This was not the first time that [illegible] good of the country. [illegible] tracted cheering)—had signalized [illegible] Mr. Bennett, Jr., pro- (Cheers.) The Henrietta had [illegible] himself and his yacht, [illegible] colors to Cowes. She was [illegible] not borne her stiffen [illegible] service of her country, and [illegible] long before devoted to the in the great American war [illegible] did good and gallant service to welcome Mr. Bennett [illegible] (Cheers.) They rejoiced (Cheers.) To be sure [illegible] d or third in such a much was only a degree less [illegible] llant and glorious than the first. (Cheers.) Mr. Bennett had come over in his schooner yacht, and his position [illegible] winner was therefore all the more gratifying. He hoped they would often see him again, and that he would be accompanied by many of the members of the New York Yacht Club. (Cheers.) He had great pleasure in proposing "The health of Mr. James Gordon Bennett, winner of the ocean race, and their American cousin." (Cheers.)

The toast was drunk with loud and continued cheers.

SPEECH OF JAMES GORDON BENNETT, JR.

Mr. James Gordon Bennett, who was received with repeated acclamation, expressed his thanks for the great and generous kindness he had received since his arrival in a very few brief sentences. He regretted that his time had been so entirely occupied that he had not been able to prepare a speech more befitting the occasion. They certainly never anticipated so grand a welcome. They did not know whether there would be any yachts or yachtmen at Cowes. The reception they had met with was unspeakably gratifying, and such as none of the American gentlemen who accompanied him ever dreamed of. (Loud cheers.) He should always cherish a grateful recollection of their kindness. (Cheers.)

The Vice-Chairman (Mr. J. B. Bird) proposed "The Health of the Chairman, their much esteemed Representative." Sir John, they all knew, was noble, generous and good; ever ready to come forward and assist in anything calculated to benefit his fellow men. (Cheers.)

The toast was drunk with all the honors.

The Chairman said he had been alluded to as occupying the honorable position of their representative. He was the last man to import politics into such a social meeting; but this much he must be allowed to say—the vessel of the State had not now perfectly clear weather or smooth water before her. Before many weeks were gone he would be called upon to take his humble place among the crew which manned her, and he should endeavor to do his duty by those who sent him there. He only trusted that they might take a leaf out of the log of the Henrietta, and copy the example of her gallant captain—(cheers)—that they might know when to crack on and when to lie to, and that they would be able alike to avoid the pitiable timidity which always hugs the shore, and the reckless foolhardiness which, without chart or soundings, would enter upon unknown and stormy waters. (Loud cheers.)

"The Press" was next given, and replied to by Mr. Fisk, of the New York Herald.

"The Health of the Mayor of Newport" and several other toasts followed, after which the company separated.

English Comments and Inferences.

[From the London Times, Jan. 1.]

The excitement created in this country by the great ocean yacht race found a fitting consummation in the genial hospitalities of Cowes and the complimentary interest expressed by the Queen. On Saturday morning the Commodore of the New York Yacht Club and the owner of the winning yacht were presented to her Majesty at Osborne, and in the evening a grand entertainment to the amateur seamen gave opportunity for the mutual congratulations and good wishes which we yesterday reported. The reception given to the American visitors is certainly remarkable, but they have as certainly deserved it. After all the explanations and qualifications which the event may admit, it must be allowed that the achievement was a most extraordinary one—characteristic, no doubt, of the Americans as a nation, but equally honorable to them in the boldness of the design and the completeness of the success. When we first heard that a match had been made between three small pleasure yachts to sail against each other across the whole breadth of the Atlantic, in the depth of winter, from the New World to the Old, we were struck by the novelty and audacity of the proposal, but when one of these little vessels actually appeared off the Isle of Wight on Christmas day, long before she was expected, and sailed into Cowes harbor without hurt or damage, after a voyage of nearly three thousand miles, in less than fourteen days, the marvels of the adventure impressed themselves instantly on the public mind. Instinct gave us the true measure of the success, and the American yachtmen found themselves deservedly famous within an hour of their arrival.

The event is all the more striking from our own national addiction to the pursuit in which the Americans have now, for the second time, excelled us. Yachting is one of the most popular pastimes of Englishmen. Probably we have a greater number of yacht clubs than all the world besides, and almost every vessel of the whole fleet is turned to actual account. In the summer months it would be hard to find a port without a yacht or two in it, always, to an ordinary eye, trim, clean and shapely vessels. Yet the Americans, when they first began the sport, sent over a yacht which beat everything in these waters; and now they have accomplished a race which surpasses just as completely all the races we have ever designed. Of course it is only a special feat. We may say, if we please, that it is not a thing which could be done often, or should be done often; that it is more of a brilliant, sensational and exceptional exploit than an example of regular, steady going practice. But the performance has a double aspect even in this sense. If we may infer the perils of the adventure from the melancholy catastrophe on board the Fleetwing we may also infer the practicability of the passage from the perfect immunity of the Henrietta, which came into port without the loss of a spar. To read the log of the winning vessel, and to see her rushing along night and day, like the Flying Dutchman, over the waves of the Atlantic, one would think such a voyage could hardly be performed twice, and yet the other two yachts were but a few hours behind her. The Americans have taught us this, among other things, that a vessel of two hundred tons can be taken across the Atlantic at an average speed of two hundred miles a day. It is not the mere burden of these yachts which makes the feat so remarkable, for smaller vessels have done as much; nor yet the mere quickness of the passage, for large ships have made it more quickly; but the smallness of the tonnage combined with the rate of sailing renders the result very extraordinary indeed.

It was actually the slowest boat, so an American gentleman now tells us, which won the prize, and that, too, is an incident which should commend itself to our consideration. In dimensions, build, rig and equipment the racing vessels were so evenly matched that there was not a pin to choose between them. They were rather short-handed, but the crews were, doubtless, all picked men. The Fleetwing's loss would necessarily cost her all her chance of the prize; but perhaps the Henrietta owed her victory as much to good navigation as good handling. Anyhow, she won not by any great distance, all things considered, but with singular ease to herself. Nor does she appear to have been an uncomfortable boat in any way, or to be deficient in any of those qualities which are prized as much as speed in English yachts. Our sailors will do well to note all the circumstances which characterized this contest and determined its event—the more so, indeed, on account of its very novelty when contrasted with our own performances. Very likely, some of our "canoe voyages" and similar marine adventures may be as memorable in their way as this ocean race, but the fact still remains that the Americans accomplished the ocean race, and we did not. In fact, we should never have thought of such a thing. It involves just so much of genuine Transatlantic exaggeration as to be beyond our sphere. The longest race and the biggest stakes in the world are true American conceptions, but the actual success of the scheme is a real American triumph.

The sentiments reciprocally expressed at the Cowes entertainment show convincingly how desirable it is that intercourse between Americans and Englishmen should be in every way promoted, and how useful may be the agency of kindred tastes in accelerating this result. An American speaker at the dinner plainly suggested that the two nations should bring their yachts and racehorses together, meet in a social way, and cut politics adrift. The advice was by no means unpractical. With a good social understanding between the two peoples, politics, we may be perfectly sure, would settle themselves. The truth is, too—and we say it with great satisfaction—that this growing inclination of the Americans towards British sports is assimilating in a certain degree the national characteristics. Each country may learn something from the other. We may borrow a little of the American dash, daring, and contempt of routine and precedent. They may take a lesson from our patience, steadiness, tenacity and practical estimate of matters. They show us what things are really possible; we can show them what possible things are really practicable, and during all this interchange of instruction the two nations may get a sound and thorough comprehension of each other's views. American character, after all, is English character at the bottom. The spirit is the old Anglo-Saxon spirit, modified by the conditions of a New World. The Americans say they resemble no people. They certainly resemble none but ourselves. Even in what we fancy the caricature of their ways, they do but advance on our own model. In the eyes of a German or a Frenchman we English are as reckless, as venturesome, as prone to extravagance, and as incapable of rest as an American is, in the popular conception of Englishmen. We astonish the people of the Continent, and the Americans, our own kinsmen, astonish us. This is precisely what they have done now. Last year, when the French fleet paid us a visit at Spithead, nothing surprised our neighbors so much as the multitude of yachts by which they found themselves surrounded. They could understand iron-clads and men-of-war and all other appliances of a great national marine, but what they could hardly comprehend was that combination of popular wealth, nautical tastes and universal adventure which seemed to keep whole classes of society at home upon the ocean. This was the most wonderful aspect of the whole spectacle; and now the Americans have brought their yachts all across the Atlantic to us. Certainly, the tribute of congratulation and compliment which they have received since their arrival has been fairly earned.

[From the London Court Journal.]

The ocean yacht race has been the sensation of the week. It was a very smart affair, and must make our yachtmen emulous of the Americans. There is a talk of a £20,000 bet between us and the Americans. We hardly see the necessity of running into high [illegible] yachting is an amusement and there [illegible] ambition; it a smart vessel and showing good [illegible] honor in having not the incessive [illegible] The Amer[illegible] seamanship, it needs be handsomely filled at Co[illegible] [illegible] have been and will the matter is [illegible] a nation [illegible] and their spokesman put such kind sentiments [illegible] al view at once, declaring that [illegible] drew the two countries nearer together [illegible] perhaps at last get to understand such [illegible] their value. Americans are dreadfully sensitive and [illegible] Englishmen woefully rough—not only to the foible [illegible] but to themselves—fond of laying bare every [illegible] of their own in written and in drawn caricature. [illegible] clear we must attune our manners to the more [illegible] general tone of thought and acting.

Preparations are being made in Liverpool, we are informed, for giving a hearty welcome to Captain Samuels, the commander of the Henrietta, the winner of the great Atlantic yacht race. Captain Samuels has traded between the Old and New Worlds for very nearly thirty years.

THE PRESENTATION TO THE QUEEN.

[From the London Times, Dec. 31.]

Yesterday, by her Majesty's express desire, Commodore McVickar, of the New York Yacht Club, and Mr. Bennett, Jr., the owner of the conquering Henrietta, proceeded to Osborne, accompanied by the Hon. Dawson Damer, M. P., R. Y. S., and had the honor of being presented to her Majesty.

THE DINNER WITH PRINCE ALFRED.

[From the London Times, Jan. 1.]

His Royal Highness the Duke of Edinburg, R. N., attended by Lieutenant Haig, honored Lord Henry Lennox with his company at a dinner at the Admiralty on Friday last, the 28th inst.

Sir John Pakington and other distinguished guests were invited on the occasion, among whom were Mr. McVickar, Commodore of the New York Yacht Club, and Captain James Gordon Bennett, Jr., the owner of the successful yacht Henrietta, who came up from the Isle of Wight to have the honor of meeting his Royal Highness on this occasion.

MOVEMENTS OF THE YACHTS.

[From the London Times, Dec. 31.]

On Saturday morning the Henrietta, Fleetwing and Vesta weighed in company from Cowes Roads, and, setting all canvas, made sail to the eastward for the inspection of the Queen and the royal family from the grounds of her Majesty's Marine Palace at Osborne. Abreast of Osborne the yachts maneuvred and fired a royal salute, the Queen at the time being observed on the beach at Osborne with several of the royal family evidently looking with great interest at the three noble vessels as they sailed gracefully past in review order and fired the salute from their miniature ordnance.

It was intended as part of the original programme laid out for the yachts, on their arrival in Europe, that they should sail this morning from Cowes for Havre; but, as Mr. Bennett and his friends put it, they find themselves so kindly treated in England, or rather, so far, Cowes, that they cannot yet fix the date of their departure from its famous roadstead.

The Mayor of Portsmouth has invited Mr. Bennett and the other American gentlemen of the yachts to a banquet at the King's Rooms, Southsea.

The Feeling in France.

OUR PARIS CORRESPONDENCE.

Paris, Dec. 29, 1866.

The principal exciting topic among the American community during the past few days has been the result of the great ocean yacht race. That the yachts would make good time had of course been supposed, but that they would make such time as they did no one imagined.

A good deal of money has changed hands here upon the result, the usual mode of betting having been the "field" against the Henrietta.

Most of the Paris papers publish more or less detailed accounts of the race, translated from the English journals.

The Sailing of the Yachts.

BY J. W. WATSON, AUTHOR OF "BEAUTIFUL SNOW."

Up pennon—heave the deep sea lead,
Our course lies to the sun;
God's grace to each stout mariner,
Until the strife be done.
Between us and the restless waves
An inch of plank stands guard;
White bearded, and with threatening moans,
They follow swift and hard.

With three proud colors in the air,
The red, the white, the blue,
Three tiny vessels, trusting God,
Away to eastward flew.
Stout hearts looked forward on the path,
Nor dreamed mischance could be,
Such faith had each bold seaman in
These graces of the sea.

Through blinding snow and cutting wind,
In dreary winter time,
They swept along the trackless deep
Like some fierce Norseman's rhyme
They sped as speeds the wild sea bird
When bursts the tempest wind;
They sped as speeds the swift narwhale,
And leave the waves behind.

Sweeps down the icy northern blast
Along their watery course,
Yet never dreams the seamen bold
Of shipwreck or of loss.
His wishful eye is fondly bent
Toward an alien shore,
And watchful for each offering gale,
To haste the journey o'er.

Speed on, ye tiny winged barks,
By Yankee seamen manned,
And bear glad news through waves and wind
To you proud Eastern land.
Show them the blood from whence ye sprang
Has in your keeping throve,
And that a native of your land
Is one remove from Jove.

Show them that when your manhood wills
No winds can stop the way;
That angry waves but speed you on,
By darkness or by day.
Show them that this same dauntless will
That bore you to their shore,
Within the land you left behind
Lives in a million more.

Show them that through our woful pains
Still throbbed the nation's heart;
That sword and bayonet has not
Yet killed the nation's art.
Show them that through the deadly strife
That rent us to the core,
We still had men enough to wield
The hammer and the saw.

So be your mission one of joy
To all the human race,
And hands that welcome you shall be
The hands of courtly grace.
So shall your presence in the East
Untie some Gordian knots,
And make the song of songs to be
The "Sailing of the Yachts."

THE PILOT BOAT OCEAN RACE.

It may be remembered that immediately following the announcement of the result of the great yacht race the men of the pilot boat S. D. Jones, of this harbor, made a proposition, as was understood at the time, to race any other pilot boat of her tonnage across the Atlantic, for a purse of $50,000. The men of the pilot boat Hope, No. 1, supposing the challenge to have been addressed to pilot boats generally, without regard to their location, accepted it, asking but a brief period for preparation in the matter of the stakes. In a very short time far more than the necessary amount had been raised, and the men of the Hope were ready to conclude the necessary arrangements, when the merchants who had been "backing" the Jones declared that their object was not to encourage a contest between boats here, but to have a race between a boat of this harbor and any foreign boat which might be named. The matter was then taken up warmly by members of the Chamber of Commerce here, and also by English merchants, residents of this city. An understanding was had that American merchants would back the Hope for $100,000 against any foreign pilot boat the English merchants might name, and there was every prospect of an exciting race, when the matter coming to the knowledge of the Commissioners of Pilots they have issued an order forbidding the entrance of any pilot boat belonging here into such a contest and particularly the S. D. Jones and Hope. The order has been the cause of great disappointment to the men and merchants here, for a great deal of interest had been excited and heavy bets had been made.

THE PHILOLEXIAN SOCIETY.

The sixty-fourth anniversary of the Philolexian Society of Columbia College was celebrated last evening, in a brilliant and appropriate manner at the French theatre. The audience was an unusually large one, and, in point of beauty, fashion and intelligence, reminded one very strikingly of the gatherings which recently took place in the same theatre to pay homage to the genius of Ristori. The attendance of the fairer sex was especially noteworthy, and suggested that the students had been already eminently successful in making themselves agreeable as well as useful members of society. The exercises of the evening consisted of recitations by members of the society of original poems and prose compositions, many of them displaying considerable literary merit. "Superstition," by Mr. Nicholas Fish, and "Fair Rosamond," by Mr. Edgar Fawcett, were remarkably good, and each gentleman was rewarded at the close of his recitation by a shower of bouquets and a perfect storm of applause. The other papers came up to a very fair standard of both literary and elocutionary excellence, and the interest of the audience in the exercises was sustained throughout. The celebration passed off with great success, and the students and audience departed at a reasonably late hour to their homes, mutually satisfied with each other, and firmly believing in the eternal existence of the Philolexian Society.

THE LABOR MOVEMENT.

SEMI-ANNUAL SESSION OF THE UNITED COOPERS.

The semi-annual session of the Grand Society of Coopers of the State of New York commenced its deliberations yesterday at the Metropolitan Rooms, Hester street. The meeting was called to order about one o'clock, by the President, Mr. Hackett, and a committee was appointed to examine the credentials of delegates. The Grand Society is composed of representatives from the various local coopers' societies in this city and throughout the State, and derives its support by levying a per capita tax upon all the members in good standing in the several societies and members in good standing in the Albany, Troy, Brooklyn and Williamsburg were represented. Jersey City was entitled to a representative and was also represented. After receiving moneys levied by the Grand Society and [illegible] different local societies, and the appointment of committees on investigation, state of trade, and other matters, the body adjourned until to-day.

THE BROOKLYN COOPERS' BENEVOLENT ASSOCIATION.

The regular monthly meeting of this society was held last evening at Uris Hall, 365 Fulton street, the President, Mr. Henry Kratz, in the chair.

The treasurer submitted his semi-annual report, showing the receipts to be $504 64. The financial secretary accounted for $481 10, leaving a balance on hand of $22 94. After a discussion as to whether it was just and proper for the Grand Society to tax them for members who were six months in arrears, the meeting adjourned, leaving the matter in the hands of a committee to report.

THE INDIAN TROUBLES.

List of the Cavalrymen Killed at Fort Phil Kearney.

Fort Laramie, Jan. 14, 1867.

The following are the names of the Second cavalry killed in the recent massacre at Fort Phil Kearney:—Second Lieutenant Horatio S. Bingham, killed on the 6th of December; sergeant James Baker, corporal James Kelly, bugler Adolphus Metzger; saddler, John McCarty; and privates Thomas Anderson, Thomas Brogdin, William S. Bugbee, William L. Cornog, Charles Cuddy, Patrick Clancey, Harvey S. Denning, Hugh B. Doran, Robert Daniels, Anderson M. Fitzgerald, Nathaniel Foreman, John Gitter, Daniel Green, Charles Gamfel, Ferdinand Homer, Park Jones, James P. Maguire, John McCarty, George W. Nugent, Franklin Payne, James Ryan and Oliver Williams—all killed December 21. The names of the killed in the infantry have not yet been received.

A stealing party of Indians are reported prowling about this post.

MISSIONARY ANNIVERSARY.

Addresses of Lieutenant Governor Claflin, Bishop Thomson, Rev. A. L. Long and Rev. John McClintock and Others—The Missions in China—The Turkish Empire and the Great Ocean Yacht Race, &c.

The forty-eighth anniversary exercises of the Missionary Society of the Methodist Episcopal Church were celebrated yesterday at Steinway Hall, Lieutenant Governor Claflin, of Massachusetts, presiding. The meeting was attended by a large number of ladies and gentlemen.

MORNING SERVICES.

The morning exercises were begun at half