EUROPE.

The Parliamentary Election Canvass in England.

Christian and Jewish Addresses to the Sultan of Turkey.

The Cunard mail steamship Australasian, Captain McMicken, from Liverpool the 6th and Queenstown the 7th inst., arrived at this port yesterday evening. Her newspaper mail report has been anticipated in all its main points by our files to hand by the French steamship Ville de Paris. The Australasian brings the special correspondence of the HERALD dated to her day of sailing from England.

The London *Times*, in its city article, says:—

It is stated that arrangements are in progress between Mr. James McHenry, the contractor for the Atlantic and Great Western Railway Company, and his creditors, to the effect that they will accept 20s. in the pound by instalments, of which 6s. 8d. is to be paid within two years, and that creditors to the extent of £2,400,000, out of the aggregate of £3,600,000, have already agreed to the offer. One of the creditors for about £5,000, who objects to the deed, has taken out a summons in bankruptcy, but there is said to be no doubt that the deed will be legally completed by the assent of nearly all the large creditors, so as to prevent any proceedings in bankruptcy taking effect.

A telegram from St. Petersburg of May 5 says:—

According to the official despatches received from the frontiers of Central Asia hostilities broke out on the 1st May between the Russians and Bokharans in consequence of the bad faith of the Emir of Bokhara. On the 2d of May the army of the latter was defeated, and Samarkidu was occupied without resistance, the Russians capturing twenty-one cannon and the contents of the Bokharan camp, and sustaining themselves only slight loss.

[This despatch is confirmatory of the intelligence received from Bombay and transmitted by special cable telegram to the HERALD, but does not substantiate the reported death of the Emir.]

Lady Napier, wife of the Commander-in-Chief of the Abyssinian army, arrived at Southampton June 5 in the steamship Pera, with the Calcutta mails.

The Paris *Siecle* of June 6 says:—

At the moment of going to press we learn that Halim Pacha, uncle of the Viceroy of Egypt, and one of his heirs presumptive, according to the Musulman law of inheritance, has been obliged to place himself under the protection of the European Consuls General at Cairo, and to appeal to the Sultan against the persecutions and violences directed against him by his nephew's government.

The Earl of Shrewsbury died June 5 in his sixty-fourth year.

ENGLAND.

The Irish Church Bill Passed in Committee—General Napier in Danger—Public Executions Abolished.

In the House of Commons, on the 5th inst., Mr. Gladstone's Irish Church bill finally passed through committee and was ordered to be reported, amid the cheers of the members. The London *News* anticipated that an attempt might be made by some independent conservative member—notwithstanding Mr. Disraeli's statement as to the intention of the government—to interrupt the quiet passage of the bill through committee. The event justified the anticipation. Mr. Newdegate made such an attempt by moving that the House go into committee on the bill that day six months. The proposition was seconded by Colonel S. Knox, and supported by Colonel Archdall, Mr. Lefroy, Sir J. Stronge and others.

Mr. Gladstone answered these gentlemen in a few words, whereupon Mr. Newdegate, either struck with the violation of his political leader's faith, or observing the utter Hopelessness of his success, said he would not press it, as the head of the government was not present. The bill then passed uninterruptedly through committee.

Mr. Mill presented a petition from the "Home and Foreign Affairs Committee of Macclesfield," condemning the Abyssinian war and "murder of King Theodore," and asking for a select committee to inquire into all the circumstances. The suggestion that Sir Robert Napier be put on his trial *a la* Governor Eyre has been the point of dull jokes in the English comic periodicals; but this would seem to be the first serious embodiment of such an idea.

The Cork *Examiner* of June 6 says:—The new act abolishing public executions in England is now in operation. Henceforth all executions will take place within jails in the presence of certain officers, who are to sign a certificate of the death of the convict, which is to be publicly posted outside the jail for at least twenty-four hours after the execution.

Active preparations were being made all over England for a general election contest. Candidates were numerous and the supporters of the prominent political party leaders animated to an unusual degree.

Mr. Samuelson, who has taken honorable distinctions at the London University, son of Mr. B. Samuelson, member for Banbury, is canvassing Cheltenham as the candidate of the liberal party.

Mr. Isaac Lowther Bell, the well known north country ironmaster and coal mine proprietor, consented to stand a contest in North Durham as the liberal candidate in succession to Mr. Shefts.

Lord Eustace Cecil issued an address to the electors of Northwest Essex, offering himself as a candidate in the conservative interest.

Mr. George Griffiths, of Kidderminster, issued an address offering himself as a candidate for the borough on liberal principles.

Mr. R. P. Long, the conservative member for North Wilts, will retire, and the Marquis of Worcester, eldest son of the Duke of Beaufort, be a candidate in the same interest for the vacant seat.

Mr. Padmore will not offer himself for re-election at Worcester. There are four candidates, one of them a working man, a prominent apostle of temperance.

It is stated in the London *Times* that the liberals mean to contest West Worcestershire, now represented by two conservatives.

TURKEY.

The Heads of the Christian and Jewish Communities to the Sultan—Christianity Joins Hands With the Mussulman—The Sultan's Reply.

(Constantinople (May 27) correspondence of London Times.)

On Saturday last his Majesty the Sultan received in private audience, at one P. M., at his Kiosque of Beylerbey, their Eminences the Œcumenical Armenian-Gregorian and Armenian-Catholic patriarchs, as also the grand rabbi, who went to express to his Imperial Majesty the gratitude of their respective nations on the occasion of the recent imperial allocution. In the name of the heads of the Christian and Israelite communities of the empire, the Œcumenical patriarch made the following speech in the Greek language:—

"SIRE—There are two fruits as precious as they are salutary produced by wise institutions—a strong and sure authority, and a real and legal liberty of the people. In fact, in the midst of a sound legislation of a country, we behold justice, the queen of virtues, flourishing; the head of the State appears there as the true father of his subjects; these latter form a compact and homogeneous body, considering that they are like equal brothers, as children belonging to the same father and king, with no distinction between them except their religious faith. Eternal glory and inexpressible gratitude are due to the initiative taken by your Majesty, who, in your sagacity and in your love for your people, has derived the firm will to allow the latter to participate in the scientific and social progress accomplished by the most civilized States. Your Majesty has traced for your empire and your subjects a new progressive, sure, brilliant and solid path—that of wise institutions; thanks to them the obstacles to all national and religious distinction will soon be levelled, so as to form a people of brothers enjoying the same political rights and working together towards the prosperity and advancement of the common country. From to-day, most powerful and magnanimous monarch, your Majesty has revived the greatness of the empire, and has assured its tranquillity by the equitable distribution of various offices and functions of the State, to which every true and loyal citizen of the common country has a right to aspire. In consequence of the imperial munificences which your Majesty has granted and grants daily to all his peoples, I come, as a faithful and humble subject of your Majesty, in concert with all the heads here present of the various nations placed by the arm of the Lord under your paternal authority, to place at the feet of the imperial throne the just tribute of a deep gratitude, and I invoke the Almighty, He who strengthens and elevates nations and their rulers, to grant to your Imperial Majesty along and prosperous reign to enjoy the salubrious fruits agreeable to God, ripened under the rays of wise institutions. Amen."

The above allocution was immediately translated into Turkish by the First Secretary of the Greek Patriarch, acting as interpreter, in the absence of the Grand Logothete, who has been laid up for some days.

His Imperial Majesty replied that he fully appreciated the statements and wishes expressed by the heads of the communities; that his principal object and solicitude would not cease to be the civilization of his empire and the prosperity of his peoples; that he made no distinction between his Mussulman and Christian subjects; that, by appointing functionaries to the new Council appertaining to different creeds, it was with the object of shielding the interests of all his subjects and to make them participate equally in the administration of the country.

"Those memorable words, replied the œcumenical Patriarch, will find an echo in the hearts of all the peoples, subjects of the State, who will continue to implore Divine Providence to preserve the precious days of their sovereign, so that your Imperial Majesty may soon behold his efforts for the regeneration of the empire crowned with complete success."

His Imperial Majesty then accepted the hand of each of the four heads of the communities and an address of thanks signed by the Primates of each nation.

Thus ended this audience in which the Sultan has again testified his firm will to allow all his subjects to share equally in the preservation, prosperity and glory of the Ottoman empire.

AQUATICS.

THE HUDSON RIVER AMATEUR ROWING ASSOCIATION.

Yesterday was the opening day of the Hudson River Amateur Rowing Association. After having postponed the long-expected event three times, owing to the unpropitious weather, the oarsmen at last were afforded the luxury of a gala day on the North river. The turnout was highly creditable to the clubs at large. The rowers appeared in excellent trim, the little flags fluttered gaily from stem and stern of each boat, and as the sun beamed with his burning rays at noon the cheery faces of eighty rowers might be seen as the boats moved gently into the river from the boat houses foot of Christopher street, New York.

The tugboat Deer was chartered for the invited guests, who numbered about fifty, for the Commodore and the other officers who took an interest in the day's proceedings. At one o'clock the boats were ranged in line off the Elysian Fields, Hoboken, where they were reviewed by the Commodore, Mr. David Banks, Jr. (who is President of the Atalanta Club), in the following order:—

Atlantic Club, of New York Champions, two six-oared boats and one eight-oared barge; Atlantics, of Hoboken, one six-oared gig; Gulicks, of New York, one six-oared gig and one eight-oared barge; Waverleys, of New York, one four-oared gig; Columbias, of New York, one six-oared gig; Hudsons, of Jersey City, one eight-oared barge and two six-oared gigs; Palisades, of Yonkers, one six-oared gig; Vespers, of Yonkers, two double and one single scull.

Immediately after review the boats returned to the starting point, and after a few minutes' delay again set off on a pleasure trip to Pleasant Valley, where every one who participated enjoyed a "willie waught" right heartily after such a prolonged exposure under the burning sun. A more social or congenial company could not be desired. Everything went off so pleasantly that the "boys" would fain have prolonged their mirth to the "wee sma' hours" but that they were reminded that "somebody" was afloat waiting for them. At half-past seven o'clock the first boat led off on the return, and in the space of an hour afterwards the Valley was totally abandoned. If there be any one among the guests who did not heartily enjoy himself the fault does not lie at the door of the committee of management, who comported themselves in a most courteous and agreeable manner throughout the trip.

REGATTA ON THE MYSTIC.

Three Exciting Boat Races—Good Time and Crowds of Spectators.

[From the Evening Telegram of yesterday.]

BOSTON, June 17, 1868.

An event which formed another important feature of the day's celebration of the Bunker Hill anniversary was a regatta on Mystic river, which was attended by a large and interested crowd. Three races were in order for single and double sculls and for four oared boats, and eight o'clock was the hour for the commencement. The judges were Messrs. Willard Rice, Mallen Parsons, John H. Burrill, Jr., Henry L. Haines and John B. McDonald. Their boat, the yacht Bonita, was moored in the usual place, near Chelsea bridge, and the two judges last named were stationed in the stakeboat near Malden bridge, a mile up the river. That the course was just a mile long there is no doubt, as it was measured last winter on the ice.

FIRST RACE.

The first race was for single sculls. For this there were six entries, and positions were drawn in the following order, the first mentioned having the inside, next the shore:—Undaunted (shell) Charles Blanchard, Chesea; Elta (shell), Leonard Kingsley, of Charlestown; Georgie B. (shell), Daniel E. Poor, Charlestown; William Appleton, (shell), J. S. Fay, Jr., Boston; Charles E. Leow (shell), Ellis Ward, of Cornwall, N. Y. The boats got off in the midst of a smart shower, Ward taking the water first and shooting a couple of lengths ahead, closely followed by Fay, with Appleton third, the others being several lengths behind. On the first half mile Fay got even with Ward, and finally passed him, turning the stake about two lengths ahead.

The race home was chiefly between Fay and Ward, the former winning by half a dozen lengths in 15:24. The time of the other competitors was as follows:—Wm. Appleton, 15:40; L. E. Kingsley, 16:05; D. E. Poor, 15:21; C. A. Blanchard, 16:40.

THE SECOND RACE

was for double sculls, and for this there were five entries, as follows:—Girondelle, crew, C. Butler and M. F. Wells, of the West End Club; Gertrude, crew, the Holm Brothers, of Charleston; the Francis Lowe, crew, Wm. P. Bagnell, Jr., and Wm. F. Lowe, of Chelsea; the Lizzie, crew, P. J. Brennan and Andrew McKee, of Charlestown; the Snarkey, crew, E. S. Tobey and Samuel Dyke. The boats got off in very smooth water in the order of the positions above named, the Snarkey taking the water first and leading by a length for half a mile, hard pushed by the Gertrude. The Girondelle, Lizzie and Lowe were next, the two latter being well behind. After turning the stakeboat the Girondelle picked up amazingly and passed the score with a lead of twelve lengths, the Gertrude and Lowe being next, while the Snarkey was several lengths behind and the Lizzie was distanced.

The time made by the competitors was as follows:—Girondelle, 16:04, Gertrude, 16:27; Francis Lowe, 16:44; Snarkey, 17:24; Lizzie, distanced.

THIRD RACE.

The third and last race was for four-oared boats and the following named boats and crews entered, drawing positions in the order named, the first mentioned being nearest the shore:—Samuel Moody, Old What Cheer (shell), crew, James McSchraffery (bow), Thomas Owens, Thomas Scanlan and James Cheney (stroke); S. P. Chase, lapstreak, crew, Thomas Scott (bow), M. Fox, M. Barry, M. Driswold (stroke); The Stranger (shell), crew, Benjamin Meallen (bow), Joseph Riley, M. Mullony, Patrick Grady (stroke).

The boats took position in the order named, the Samuel Moody being next to the wharf. A splendid start was effected, all the boats getting off evenly and finely. In a few seconds the Moody boat led, with Roahr second, the Aurora third and the other three in the rear in a bunch. These positions were kept by the boats during the first two miles, they rounding the stakeboat at the end of the second mile in the order given. There were a few spurts in the last two miles, but no important difference in position was noticeable, and on the homestretch the boats appeared as before, the Moody boat coming in first and winning the race in 28:49, amid loud cheers from the friends of the crew. The time of the other boats was as follows:—

George Roahr, 28:50; Aurora, 29:23; George E. Wiggin, 29 40; Stranger, 29:44; S. P. Chase, 29:48.

THE CHAMPION OARSMEN.

Boat Race Between Hamill and Coulter at Philadelphia.

[From the Evening Telegram of yesterday.]

PHILADELPHIA, June 17, 1868.

Crowds of strangers are arriving here from all parts of the country to witness the grand rowing match for the championship of America, to take place to-morrow between James Hamill, of Pittsburg, and Henry Coulter, of Manchester, Pa. Both men rowed up the Schuylkill last evening, side by side, in order to practise the ground. Hamill's new shell has arrived from Harlem. It weighs twenty-eight pounds. Hamill is in excellent condition. He will row at 156 pounds, while Coulter will row from 168 to 170 pounds. Some sporting men think Coulter's condition a little too fine. The bets are $100 to $80 on Hamill. The race takes place at two o'clock, weather permitting, commencing near Columbia bridge.

FOOT RACES ON THE PATERSON (N. J.) COURSE.

The fifth semi-annual tournament of the H. M. A. Association came of on the Paterson race track yesterday afternoon, and was witnessed by hundreds of spectators from New York, Newark and other neighboring cities, while the *élite* of Paterson turned out *en masse* to witness the achievements of the young men forming the society. The H. M. A. (whatever that means) Association is composed of young gentlemen representing the most aristocratic families of Paterson, and was originated with the object of encouraging athletic sports and promoting physical growth. The following is the result of the various races yesterday:—

FIRST RACE—ONE-QUARTER MILE STRETCH.

Messrs. T. C. Oakman and William Ridgway were entered, and started off in handsome style at the tap of the drum, but the first named, however, soon proved the best winded and came in some ten yards ahead and completing the stretch in sixty seconds.

SECOND RACE—ONE HUNDRED YARDS.

A. S. Pennington, Jr., E. B. Atterbury, Jr., and R. S. Hayes were entered. The first named, however, shot off so swiftly that the rest gave up at once, and Pennington finished the distance alone. Time, nine and three-fourths seconds.

THIRD RACE—FIFTY YARDS.

W. G. Scott, Robert Barbour, Joseph Jackson, W. G. Oakman and B. W. Hoxey entered. Hoxey led at the first, but was passed just before reaching the judge's stand by Scott, who won in six and four-fifths seconds.

FOURTH RACE—TWO HUNDRED AND TWENTY YARDS—between T. C. Oakman and W. M. Prall, was won by the latter in twenty-five and one-fifth seconds, after a most closely contested tug.

FIFTH RACE—QUARTER OF A MILE STRETCH.

This was the most exciting contest on the programme, and considerable money changed hands. It was between J. F. Satterthwaite, of Belleville, and A. S. Pennington, Jr., of Paterson. Both have been under the most experienced trainers' care for some weeks, and as Pennington was the champion of Paterson and his opponent the same of his neighborhood there were great expectations on the part of the respective friends of each. The Belleville man, however, outwinded himself at the start, and the stretch was easily won by Pennington in fifty-three and one-quarter seconds.

THE SIXTH AND LAST RACE

was a half mile stretch between W. M. Prall and William Ridgway. This is a long run for such a warm day as yesterday, but the two contestants ran well. Keeping nearly side by side for some distance, Ridgway picked up on the homestretch and, distancing his competitor some ten yards, won the race in two minutes and twenty three and a quarter seconds.

YACHTING.

THE NEW YORK YACHT CLUB.

The Annual Regatta To-Day—Inauguration of the New Club House—Vessels Entered for the Race—Special Notice—Excursion Boats to Make the Trip.

The annual regatta of the New York Yacht Club will take place to-day. Should the weather be propitious the event, from the preparations made, will be one long to be remembered with pleasure and pride by the Club. The beautiful Club House, on Staten Island, will be opened and formally dedicated to its future uses. A large number of ladies will be present on this occasion, will be spectators at the race, and receiving the hospitality and attention of the club will lend an interest to the occasion. Great expectations are entertained that the contest between the yachts will be of more than ordinary interest, as may be seen from the number of excursion boats that are advertised to accompany the yachts and thus afford ample scope for seeing the race. Below will be found the official entries of the competing vessels.

ENTRIES FOR THE ANNUAL REGATTA OF THE NEW YORK YACHT CLUB.

The following are the official entries of vessels to compete in the regatta:—

SLOOPS.

Name.	*Entered by*	*Tonnage.*	*Area.*
Addie V.	W. Voorhis	44.8	8.91
Clytie	J. B. Herreshoff	—	—
Gussie	H. Steers	—	—
White Wing	S. Homans	53.1	1,044.4
SCHOONERS.			
Dauntless	J. G. Bennett, Jr.	262.8	2,662.4
Fleur de Lis	J. S. Dickerson	92.5	1,429.3
Idler	T. C. Durant	133.5	1,934.6
Magic	G. L. Lorillard	112.5	1,670.0
Pauline	C. R. Penniman	81.2	1,561.8
Rambler	F. Skiddy	164.4	1,791.3
Sappho	R. Pollion	274.4	3,146.0
Silvie	E. Dodge	106.2	1,807.8

GEORGE L. SCHUYLER, F. WESTRAY, PHILIP SCHUYLER, } Regatta Committee.

H. MORTON, Secretary.

SPECIAL NOTICE.

By resolution of the club tickets now issued to members for the steamer which leaves Desbrosses street at nine A. M. on Thursday, June 18, carry with them the right of admission for ladies who accompany them. H. MORTON, Secretary.

The following are the

RULES AND REGULATIONS FOR SAILING, PRIZES, &C.

The annual regatta of the New York Yacht Club will come off this (Thursday) morning, June 18, at half-past ten o'clock.

The value of the prizes for the two classes—sloops and schooners—is $250 for each class.

The sailing courses and directions for the start are as follows:—

A flagboat will be anchored abreast of the Club House, Staten Island, about half a mile from the shore, west of which the sloops will anchor in line about forty yards apart, and the schooners in line, two hundred yards north of the sloops, about fifty yards apart.

In taking position in the line each yacht may select its own in the order of arrival at the anchorage.

Mainsails, foresails and gaff topsails may be set before starting, unless otherwise ordered by the committee. The signal for starting will be announced on the morning of the regatta.

Yachts will proceed from the anchorage to the buoy off the Southwest Spit, passing it to the west and south, and thence to the lightship, rounding it to the northward and eastward, and return over the same course, passing to the west of the flag boat off the Club House.

Going and returning, all the buoys on the west bank—viz., Nos. 11, 13 and 15—are to be passed to the eastward.

Entries will be received until Tuesday, June 16, 1868, closing at half-past ten A. M. precisely. They must be directed to the secretary of the club, and delivered at his office, No. 45 Liberty street, New York.

Members will bear in mind that the present rules are materially changed, especially in regard to the forms of entering yachts for a regatta. The entries are kept open to the last minute allowed (forty-eight hours before the race); but it is desirable that they should be made earlier, that errors of form or omission may be corrected, which cannot be done after the hour for closing has been reached. Attention is also called to the deposit of $25 required at the time of entering a yacht for a regatta.

G. L. SCHUYLER, F. WESTRAY, PHILIP SCHUYLER, } Regatta Committee.

NEW YORK, June 1, 1868.

An entertainment will be provided at the club house, under direction of the House Committee, for members of the club and ladies accompanying them.

EXCURSION BOATS.

The steamer Hero leaves pier 44 North river at 9:15.

The Wyoming will leave North Eighth street, Williamsburg, at 8 o'clock; Eighth street, New York, at 8:15; Peck slip at 8:45, Fulton ferry at 9, Christopher at 9:30 and pier No. 4 North river at 10.

The George Washington will make the following landings:—Eighth street, East river, 8 o'clock; Broome street, 8:30; Peck slip, 9; pier No. 4 North river, 9:30, and Christopher street, 10 A. M.

The Magenta will make the following landings:—Eighth street, East river, 8:30; Peck slip, 9; Thirty-fourth street, North river, 9:30; Christopher street, 9:45; Barclay street, 10, and pier No. 4 North river, 10:30 A. M.; also at Clifton, Staten Island, at 11 o'clock. Returning, will land at the same places after the race.

The steamboat C. P. Smith will make the following landings:—Eighth street, East river, 8:30; Broome street, 9; Peck slip, 9:30; pier No. 4 North river, 10, and Christopher street, 10:30 A. M.

With such a programme rare interest and real enjoyment may be expected to mark the great yacht race of 1868 of the New York Yacht Club.

The Yacht Fleetwing.

The yacht Fleetwing (of the New York Yacht Club), Captain Osgood, one of the competitors in the great race across the Atlantic, arrived at Providence, R. I., on Tuesday last with Commodore Vanderbilt and suite on board, making the passage from New York in twenty-three hours.

REGATTA OF THE ATLANTIC YACHT CLUB.

No Wind—No Race—The Squadron on a Drift—Another Trial to Take Place To-Morrow.

If, in the absence of the most important element of success, the third annual regatta of the Atlantic Yacht Club was a failure, it has only shared the fate of many an illustrious event which a similar circumstance has robbed of its *eclat*. The weather was decidedly antagonistic to yachting, and to that fact alone may the want of a triumph yesterday be attributable. In every other respect nothing was left undone by this enterprising club to render its annual display worthy to be dotted down as a brilliant achievment. Therefore, if the regatta yesterday did not realize the bright anticipations which the efficient arrangement and excellent fleet of the Atlantic Club justified its members in forming, the treacherous elements are solely to blame. It was a dark, foggy morning, sunless, yet sultry and oppressive. The shrill and oft repeated whistles of the cautious tug and ferry boats on the river rang through the misty air with ominous sounds and foreboded the worst of luck for the coming contest. But hope still lingered, and with hope came the vision of an exciting race. The steamboat Wyoming, expressly engaged to accompany the race, lay snugly at the foot of Montague street, Brooklyn, till nine o'clock, when a host of friends, including a large number of the fair sex, with the regatta committee and judges, went on board. The star spangled banner then rose aloft and the jaunty little steamer went briskly down the river, soon leaving smoke and commerce far behind. Shortly before eleven the fleet was dimly visible in Gowanus basin, for the fog had not yet disappeared, and to all intents and purposes seemed determined to hold its own. As previously stated, the course was from the anchorage down through the Narrows to a stakeboat off Coney Island point, to the Southwest Spit thence home, the prize being any article the winner chose, not to exceed $50 for each class. The yachts were anchored in three lines according to their respective classes. At 10:59 the signal to all the boats was given from the Wyoming to prepare to start. Five minutes later the second class sloops were signalled to start, and one minute afterwards the schooners received a similar intimation. The following yachts took part in the contest:—

SCHOONERS.

Name.	*Owner.*	*Tons.*
Mystic	J. T. Sparkman	40
Alga	J. G. Gregory	18
FIRST CLASS SLOOPS.		
White Wing	S. Homans	35
Addie V.	W. Voorhis	35
Alarm	T. W. Sheridan	30
Clytie	J. B. Heresboff	18
Qui Vive	Thomas Clapham	18
Agnes	E. Harvey	20
Fannie	J. R. Halsey	18
Niagara	J. W. Ritch	18
Onward	Wm. C. Fowler	15
Galatea	S. V. Lowell, D. J Dean	14
SECOND CLASS SLOOPS.		
Salus	H. C. Walton	—
Peerless	J. R. Maxwell	—
Hermit	L. Wetmore	—
Levine	S. F. Speir	—
Martha	W. M. Brasher	—
Marion	H. H. Hogins	—
Hector	William Peet	—
Florence	H. S. Schell	—
Walton	L. T. Griffiths	—

Like an unwilling schoolboy on his path to fame the crafts moved lazily from the starting point and seemed reluctant to stir at all. A dead calm prevailed, and the sea, without a ruffle, resembled an immense sheet of glass. The Clytie, built, owned and sailed by a blind man, as if arousing from a slumber, glided slowly to the front, closely followed by the Galatea, the Walton, Salus and Qui Vive. It was evident that the larger yachts had not the slightest chance in the competition, there being no wind, not even the slightest balmy whiff, to relieve the intense heat which now ensued, and so they made but little progress. Towards twelve o'clock the Lavine had pushed forward, and, profiting by a temporary puff from the south, got well up towards the front, attended by the Clytie and Martha. The race, if it can be so called, lay between these three boats, the others being far behind and seemingly deterred by a decided unwillingness to proceed lest their return should be rather protracted. Approaching Coney Island Point, however, some activity was discernible among some of the first and second class sloops, and as the breeze now began to give faint symptoms of freshness a half a dozen competitors were seen in the distance trying to coax the wind with all sorts of tacks. There was not much variation, and the boats passed the first flagboat at the Narrows in the following order and time:—

Name.	*H.*	*M.*	*S.*	*Name.*	*H.*	*M.*	*S.*
Lavine	1	21	13	Salus	1	47	31
Clytie	1	21	20	Florence	1	50	53
Martha	1	24	13	Peerless	1	55	58
Walton	1	34	30	Hermit	1	56	40
Niagara	1	40	10	Galatea	1	57	23
Fanny	1	45	55	Agnes	2	5	54

Although entirely devoid of any excitement, the scene was exceedingly pretty as the little crafts rounded the buoy, and now a change of position awakened some interest to the spectators from the steamboat. The Niagara, which all the while had been gradually gaining ground, rushed to the front and succeeded in passing the few boats in front, who only appeared to have some life. She was closely pursued by the Lavine and Clytie, both of which were skilfully handled throughout. In the wake were the Martha, Fanny, Salus, Peerless, Hermit and Florence, but the absence of wind deterred them from proceeding. At this time nearly all the other boats had either abandoned the race or quietly moved along without any intention of competition. The White Wing, which contained the Commodore and party, when near Coney Island Point met with an accident in the breaking of the hook of the throat halyards, which of course deterred her as well as her companions—including the Addie V., Alarm and others—from going any further. Besides, all hopes of being able to sail had been given up, and the contest seemed to be between the yachts in advance. Towards four o'clock a slight breeze blew from the south, and accelerated the tardy speed of the contestants. The last flagboat at Southwest Spit (half the length of the race), being a distance of about sixteen miles, was reached by the following boats:—

	H.	*M.*	*S.*		*H.*	*M.*	*S.*
Niagara	4	24	30	Clytie	4	34	30
Lavine	4	32	15				

After this the interest in the race ceased and the guests on board the steamer, tired of watching the dilatory movements of the crafts, returned to the city. The yachts failed to accomplish the distance within the prescribed time of eight hours, and the race was consequently declared null and void. It was subsequently decided to postpone the regatta till Friday next, when the yachts will again start for fresh honors at nine o'clock. With the exception of being a little too warm, the day was delightful and the trip thoroughly enjoyed by the numerous guests on board, among whom were Commodore John C. Gunther, Bayone Yacht Club, and a host of friends. Considerable regret was felt at the unpropitious state of the weather, but it is earnestly hoped that the contest on Friday next will compensate them for the disappointment of yesterday.

YACHTING IN ENGLAND.

FROM OUR LONDON CORRESPONDENT.

Opening of the Season in England—The Royal London Yacht Club Race.

LONDON, June 3, 1868.

The English yachting season is now fairly under way, and, judging from appearances, there is every prospect of an extremely brilliant summer campaign, an unusually large number of vessels being already in commission. As usual, the Thames clubs have taken the initiative, and several highly interesting matches have been sailed during the last few days.

On Saturday (May 30) the Royal London Club opened the season with a match between yachts of the first class—viz., 30 tons and upwards, without restriction as to rig—for two prizes, value respectively seventy-five guineas and twenty-five guineas. The following were the entries:—

Yacht.	*Tons.*	*Rig.*	*Owner.*
Cambria	188	Schooner	Mr. Jas. Ashbury.
Fiona	77	Cutter	Mr. E. Boutcher.
Phryne	55	Cutter	Mr. T. Groves, Jr.
Niobe	41	Cutter	Mr. H. Gordon.
Sphinx	47	Cutter	Mr. J. S. Earle.

All the above took up their stations with the exception of the Cambria, whose absence created general disappointment, as, being a new vessel, only launched in April, the first public trial of her sailing qualities had naturally been looked forward to with considerable interest. As, however, in accordance with the club "time scale"—thirty seconds per ton up to 50 tons and twenty seconds per ton above that measurement—she would have been required to allow the Fiona no less than forty minutes, her owner perhaps exercised a wise discretion in withdrawing her, more particularly as the wind was very light and variable, and consequently greatly in favor of the cutters. The course intended to be sailed was from Erith to the Nore light and back; but in consequence of the want of wind it was found impossible to complete the distance and the committee very properly decided that the race must be resailed. As, however, all the four competitors were entered for the New Thames Yacht Club match on the following Monday, it was arranged between the several owners that their respective claims to the London Club prizes should be decided by their positions in that race. This arrangement gave considerable *éclat* to the inaugural races of the New Thames Yacht Club, which, it may be mentioned, is an offshoot (the result of a secession from the Royal Thames), and though only established during the present season already numbers upwards of two hundred members. By waying of making an appropriate *début* the new club offered two prizes, value respectively £100 and £50 for first class cutters, and one of £35 for cutters of the second class—viz., under 30 tons—and the liberality of the committee was rewarded by the following fine entry, which it will be seen, includes some of the smartest cutters afloat on the English waters:—

FIRST CLASS.

Yachts.	*Tons.*	*Owners.*
Fiona	77	Mr. E. Boutcher.
Phryne	55	Mr. J. Groves, Jr.
Rosebud	51	Sir B. Chichester.
Sphynx	47	Mr. J. S. Earle.
Vindex	45	Mr. A. Duncan.
Dione	44	Captain Anderson.
Niobe	40	Mr. W. Gordon.
SECOND CLASS.		
Yachts.	*Tons.*	*Owners.*
Luna	25	Mr. J. A. Daniel.
Eudora	24	Mr. J. W. Twycron.

The race was accompanied by the Prince of Wales' steamer, having on board Mr. J. D. Lee, the chief officer of the club, and a select party of members and friends. The start took place punctually at eleven hours, fifty-six minutes and thirty seconds, with a good ebb tide and a nice topsail breeze from the E. S. E. All canted smartly with the exception of the Fiona, which hung in irons for a few moments, whereby the Phryne was enabled to get to windward of her, closely followed by the Sphinx, Vindex and Niobe in the order named. It was a dead beat all the way down to Greenhithe, when the Vindex headed the Sphinx, but was shortly afterwards repassed by the latter off Gray's. A most interesting race ensued between these two yachts, both of which were very smartly handled, through Gravesend Reach, where the Vindex in attempting to cross on the port tack under the quarter of the Sphinx, which was on the starboard tack, fouled her opponent badly, carrying away her own bowsprit and the Sphinx's quarter rail. At the lower end of Gravesend Reach the Fiona, favored by a nice breeze, came gallantly through the fleet, and, weathering the Phryne at Coalhorse Point, took the first place—a position which she held during the remainder of the race. At this point the Niobe was third, the Sphinx fourth and the Dione fifth; but off the Lea the Sphinx again headed the Niobe. The competing craft rounded the steamboat about a quarter of a mile above the Nore light in the following order and time:—

	H.	*M.*	*S.*		*H.*	*M.*	*S.*
Fiona	4	10	30	Niobe	4	18	35
Phryne	4	15	43	Dione	4	20	15
Sphinx	4	16	05	Rosebud	4	28	25

After rounding the Fiona set a spinnaker and balloon jib, and took a good lead to the Hope, where the breeze fell somewhat, and the Sphinx and Phryne began to draw on her, the Niobe and Dione—the latter of whom had carried away her topmast—falling astern. The above named four reach Erith as under:—

	H.	*M.*	*S.*		*H.*	*M.*	*S.*
Fiona	7	13	10	Sphinx	7	17	25
Phryne	7	16	10	Niobe	7	23	25

The Rosebud met with an accident early in the race; and the Vindex, after her disaster in Gravesend Reach, wore round and made for home.

On calculating the time allowance—thirty seconds per ton up to 50 tons and twenty seconds above that measurement—the Sphinx was found to be the winner by two minutes and twenty-five seconds, and the Phryne second by ten seconds; consequently these two became entitled to the prizes of the Royal London and New Thames clubs. In the second class race the Luna came in some distance ahead of the Eudora, but as there was some dispute about the time and the latter's measurement the prize was kept in abeyance pending the decision of the committee.

Yesterday (Tuesday, June 2) the Royal Thames Yacht Club sailed their first schooner match of the season from Gravesend to the Mouse light and back. The following vessels competed:—

Yacht.	*Tons.*	*Owner.*
Cambria	188	Mr. Ashbury.
Egeria	152	Mr. J. Mulholland.
Gloriana	133	Mr. A. O. Wilkinson.
Fleur de Lys	100	Mr. H. W. Buch.

According to club measurement the Fleur de Lys is only eighty-four tons, but her owner was content to have her rated at one hundred tons in order to qualify her to compete. The time allowance was fifteen seconds per ton, and the prizes were of the value of £100 for the winner and £50 for the second. At starting there was a light breeze from the W. N. W., but lower down it shifted to N. by W. and freshened considerably. All the yachts were very smart in getting off, but the Cambria took the lead, followed by the Gloriana, Egeria and Fleur de Lys in the order named. On entering Sea Reach all set squaresails and square topsails, with the exception of the Egeria, which sent up a huge "spinneker" to the foretopmast head, sheeted as a fore staysail, but the expedient did not seem to answer, as she fell considerably astern of the others. At this point the Gloriana was leading, the Cambria second and the Fleur de Lys third. Off Southend the Cambria drew upon the Gloriana and repeatedly attempted to pass her to the leeward, but without success. After making the Nore the wind veered more to the northward, and the square sails were got in. Half-way between the Nore and the Mouse light the Fleur de Dys, who had by this time fallen astern of the Egeria, was put completely *hors de combat* by carrying away her jibboom, and retired from the contest. The three remaining competitors hauled round the Mouse light as under:—

	H.	*M.*	*S.*		*H.*	*M.*	*S.*
Gloriana	2	21	00	Egeria	2	21	35
Cambria	2	21	10				

After rounding the Egeria went about directly, but the others kept on their reach to the windward, taking in their ballooners and sending up working topsails. The Cambria now slipped under the lee of the Gloriana, and, reaching with amazing speed, took the first place on the weather of the Egeria just before they made the Nore light. Off Southend she was fully two minutes ahead of the Gloriana, who in turn led the Egeria by about thirty seconds, but, the wind dying away as they entered Sea Reach enabled the Gloriana to draw gradually upon the leading vessel. On reaching the Lower Hope, however, they were favored with a nice fresh breeze, but no further change took place in the positions of the competing crafts up to Gravesend, where they arrived as under:—

Yacht.	*H.*	*M.*	*S.*	*Yacht.*	*H.*	*M.*	*S.*
Cambria	7	20	00	Egeria	7	23	50
Gloriana	7	23	00				

The Gloriana and Egeria consequently became entitled respectively to the first and second prizes, but it was obvious that if the wind had kept fresh during the return trip the Cambria must have won with great ease; indeed, between Southend and the Lower Hope the race seemed to be absolutely at her mercy. As it was she acquitted herself most creditably in her mai