YACHTING IN ENGLAND.

Preparations at Cowes, Gosport and Southampton.

THE "OLD ARROW."

Yachting Fixtures for the Season.

LONDON, May 11, 1876.

In little more than another three weeks we shall be in the thick of the yachting season, but, strange to say, very little is doing in the building yards and comparatively few racing vessels are reported to be fitting out for the coming campaign. At Cowes, which is usually so busy at this time of the year, the Vol-au-Vent, Colonel Markham; the Enchantress, Mr. J. F. Loubat; the Corienne, Mr. N. Wood; the Iona, Mr. Ashbury, almost exhaust the list of racers in course of preparation; but on the other side of the water, at Gosport, the Florinda, Mr. Jessup, and the Gwendoline, Major Ewing, are making ready, and the Fiona, Mr. Boutcher, has already sailed. The Livonia, which will be remembered as a visitor some years ago to American waters, is also fitting out at the same port, but as she has passed temporarily into the hands of an owner of cruising proclivities she is scarcely likely to hoist the racing flag this season. At Southampton the Cetonia, Mr. Balstone; the Bloodhound, Marquis of Ailsa; Rosebud the Norman, Major Ewing, and the crack twenty-tonner Vanessa, Mr. Cox, are all either launched or making rapid progress.

THE OLD ARROW.

At the same station Mr. Chamberlaque has the old Arrow once more hauled up, and evidently intends to bring out the weather-beaten craft some time during the season against the modern clippers. She has been stripped, and is to be recalked, recoppered and undergo a thorough overhaul. She is nearly fifty years old, though of course there is not a single original plank in her, and throughout her lengthened career she has held her own against all the best vessels of her class until within the last three or four seasons, when she has had to succumb to clippers like the Vol-au-Vent, Kriemhilda, Neva and Cythera, to the disgust of "longshore" Cowes, which is always wild with excitement whenever the "hold Harrer" is to the fore. A few years ago she was lengthened four or five feet, but with this exception her original lines are unaltered—a fact which is not much to the credit of our yacht builders.

RACING YACHTS FOR SALE.

There is no diminution in the number of racing yachts in the sale lists, which still include the Cetonia, Kriemhilda, Flying Cloud, Myosotis, Playmate, Radejda, &c. There have been negotiations for the purchase of the Cetonia and Kriemhilda, but the high price asked in each case appears to be an insuperable obstacle, and it is not likely that anything will be done with regard to the latter until Count Batthyany's return from the Continent, which is expected in a few days. The smart little twenty-tonner, Fleetwing, so well known in the South coast matches, has just been disposed of by Mr. D. West (an American gentleman, by the way) to Mr. Little, the owner of the Pandora and Ragonette, who, it is said, intends to take her the rounds of the coast regattas and try her mettle once more against her old opponent, Vanessa.

NEW YACHTS.

The mania for forty-ton racing cutters still continues, and we are promised no fewer than three additions to our already numerous fleet of this class of vessels. One of these, the Edida, has recently been launched from Fairbrass' yard, and will probably be round on the Thames in the course of a week or two. As usual, report speaks highly of her, but she will have to be pretty good to beat such clippers as the Brittannia, Bloodhound, Norman, &c. The other two are still on the stocks, but will be ready for the Royal Cinque Ports Regatta (Dover), June 23-26, where handsome prizes are always offered for the forty-ton class. One of the events of the season, however, will be the appearance of a 150-ton racing yawl, which is expected to be ready for the Thames schooner and yawl matches. She has been built by Nicholson, and it is no secret that she is intended to rival the "Flying Florinda," hitherto unquestionably the fastest vessel of her rig that has been seen in the English waters. Indeed, on many occasions she has more than held her own against our best schooners and cutters on days when all have had a fair share of their best points of sailing. Whether the new vessel—which, by the way, is some fourteen tons bigger than the Florinda—will do all that is expected of her remains to be seen, but it must be confessed that some of the more recent experiments in the shape of large racing yawls have not been a success. The Florinda at present stands alone, and seems to possess some of the best qualities of a cutter and a schooner, both in reaching and going to windward; but it is much to be questioned whether her builder, even if he had a *carte blanche* to do as he liked, could turn out another as good. It seems to be admitted on all hands that success in yacht building is more or less of a "fluke."

THE ROYAL YACHT SQUADRON.

The annual London meeting of members of the Royal Yacht Squadron will be held on Saturday next at Willis' rooms for the purpose of considering general business relating to the R.Y.S. It is reported that a new rule bearing on the qualification of candidates for election will be proposed. Hitherto the only qualification has been the possession of a yacht not less than thirty tons, which, it is rumored, several of the members consider insufficient, though, of course, no rule can prevent a member once elected from disposing of his vessel. In the evening the members and honorary members of the squadron will dine together at the Pall Mall Restaurant, Regent street.

YACHTING FIXTURES.

The yachting fixtures for the ensuing season have been for once satisfactorily adjusted without the inevitable clashing of dates which has created such confusion of late years. The Prince of Wales Yacht Club, one of the oldest on the Thames, will, as usual, open the ball with a reunion match for twenty-five tonners and under, but the real business of the season will not commence on the Metropolitan river until June 1, when the Royal Thames, with the Prince of Wales as Commodore, will sail their opening cutter match from Erith to the Nore and back. The Royal London Club will follow suit on June 2, and the New Thames announce their cutter match for the 3d; so we shall have three busy days together. On the 6th the New Thames will sail a "mixed" match to Harwich. On the 10th the Royal London, in conjunction with the Royal Harwich Club, will also make Harwich their destination. The 12th will be devoted to the Harwich Regatta, and on the 13th the return match to the Thames will take place. On the 17th, 19th and 20th are fixed the schooner and yawl matches of the Royal Thames, Royal London and New Thames, respectively; while on the 21st the Royal Thames will sail their annual match round to Dover, which generally proves one of the attractions of the season, and may be said to wind up the Thames season so far as the three leading clubs are concerned. Finally, to finish the month, we have the Royal Cinque Ports Yacht Club Regatta at Dover on the 23d, 24th and 26th, which is always one of the pleasantest and most attractive gatherings of the season, both from a social and yachting point of view.

YACHTING IN FRANCE.

THE JULY REGATTAS OF THE HAVRE ASSOCIATION—YACHTS OF ALL NATIONS INVITED TO PARTICIPATE.

The Regatta Association of Havre, France, has determined to have two spirited yachting contests in that harbor during the summer, if a well arranged programme and liberal prizes are inducements sufficient for owners to gather there. Both events are open to yachts of all nations, the first, on July 17, being for those over 35 tons and under to 10 tons, while the second, to take place July 20, is for all boats from 10 tons and upward. The length of the course for the former race is twenty-four miles, while the latter is about fifty miles and is from Havre Roads to sea and return. As the week of the yachting contests will be devoted to sport in that French city, and rowing events as well as the regular flat and steeplechase meetings are announced then to take place, there will be plenty of outdoor amusements for strangers. The following is the association's programme in full:—

MONDAY, JULY 17, 1876, AT 1 P. M. PRECISELY.

Match for yachts of all nations in the Havre Roads; length of course, about twenty-four miles; time allowance, ten seconds per ton; two classes.

SECTION 1.—For yachts over thirty-five tons—First prize, a work of art—Sevres vase, offered by the Yacht Club de France, value 1,200f. and a silver-gilt medal. Second prize, 500f. and a silver medal.

SEC. 2.—For yachts from ten tons and not exceeding thirty-five tons—First prize, 1,000f. and a silver-gilt medal. Second prize, 3,000f. and a silver medal. Special prize for yachts built in France, offered by the Yacht Club de France, 1,000f. and a marine glass, offered by the Admiralty.

N. B.—The yawls and schooners shall be allowed to enter as follows, viz.:—Yawls at three-fourths and schooners at three-fifths their tonnage, measured according to the rule of the Société des Régates du Havre.

THURSDAY, JULY 20, 1876, AT 10 A. M. PRECISELY.

Match for yachts of all nations of ten tons and upward, from Havre Roads to sea and back; length of course, about fifty miles; time allowance, fifteen seconds per ton; schooners, yawls and cutters to run in separate classes, but only one start:—

First prize for schooners, 1,250f. and a silver-gilt medal. Second prize for schooners, 500f. and a silver medal.

First prize for yawls, 1,250f. and a silver-gilt medal. Second prize for yawls, 500f. and a silver medal.

First prize for cutters, 1,250f. and a silver-gilt medal. Second prize for cutters, 500f. and a silver medal.

Special prize to the first French yacht, offered by the Yacht Club de France, 1,000f.

N. B.—Prix d'Honneur—a large gold medal, value 500f., will be competed for by the three winning yachts of the respective classes. For this prize the schooner will count at 3-5, the yawl at 3-4 and the cutter at her full tonnage, measured according to the rule of the Société des Régates du Havre.

Two guns will be fired at an interval of five minutes as the signal of starting—the first to get ready, the second to start. Fifteen minutes, counting from the second gun, are allowed for the yachts to pass the mark-boat, from which the time of starting will be taken. Vessels passing after this delay will lose the extra time.

No restriction as to canvas.

Yachts may anchor during the races, but before starting again must weigh their anchors.

The vessels must leave all mark-boats, including the winning mark-boat, on the starboard side.

These boats will have a red flag flying at the masthead by day, and by night there will be three red lamps hung in a triangle.

If dark, the yachts are to fire rockets, and must pass close to the mark-boat to report their names.

Yachts sailing in matches shall carry their racing colors at the mainmast head.

The owner, captain or master of every yacht entered, or some duly authorized person, shall attend at Frascati on the day preceding the race, at nine P. M., for the purpose of receiving instructions and a chart of the course to be sailed.

Entrance fee, not returnable, twenty-five francs for yachts belonging to members of the Société; fifty francs for non-members.

The races will be run according to the sailing regulations of the Société des Régates du Havre. The decision of the committee shall in all cases be final.

The Sailing Committee reserve to themselves the right of altering any of the arrangements or regulations that they may deem needful. Copies of regulations and instructions may be obtained at the time of entry by application to the Honorary Secretary of the Société.

Application for entrance may be previously made by letter to the Honorary Secretary, H. P. Champeaux, No. 35 Quai d'Orleans, Havre. Owners are requested at the same time to describe their racing flags.

Entries for Monday's race, July 17, to close on Friday evening, 14th.

Entries for Thursday's race, July 20, to close on Tuesday evening, 18th.

YACHTING IN NEW ENGLAND.

PLANS AND PREPARATIONS OF THE MASSACHUSETTS SQUADRONS—A BRILLIANT SEASON ANTICIPATED.

BOSTON, May 27, 1876.

The fond and gay anticipations of the jolly yachtsmen along the New England coast threaten to be early and happily realized this season. The past winter has been of such a moderate character that the various craft have suffered but little from the weather, and hence it is that but little time has been required to get the yachts of the several squadrons in trim for the pleasures of the summer now so close upon us. Considering the fact that yachting is of but recent origin in the New England States it is as surprising as it is gratifying to note the progress which it is making from year to year. Within a period of less than ten years one or more clubs have sprung up in nearly every seaport city and town along the Eastern coast, and at no time has the yachting interest been more general and growing than it is in this centennial year of 1876.

THE EASTERN YACHT CLUB,

although not the oldest, is still the principal yachting organization in or around Boston, and its summer regattas and cruises are always anticipated with eager pleasure. The membership of this club is but little short of 300, comprising many of the leading citizens of Boston and vicinity, and the squadron comprises about fifty superior boats, and additions are likely to be made to the members and squadron the present season. During the past week many of the craft have been brought out from their winter quarters, and if the fine weather characteristic of late May and early June favors 1876 the waters of Massachusetts Bay will soon be ruffled by them. The regular regattas of the club will take place in June and September, and the annual cruise will be sandwiched between these reunions. Among some of the fastest and most noted craft comprised in the Eastern Club may be mentioned the schooners Alarm, Ariel, Columbia, Dauntless, Idler and Meta, of New York, and the Juniata, Foam, Halcyon, Rebecca, Romance and Fearless, of New England; the sloops Vindex, Vision and Genia, of New York.

THE BOSTON CLUB.

This club, although there have been many withdrawals of members and boats during the past few years, is now reviving in both respects, and an unusually brilliant career is anticipated the present season. It has 269 members, eighty-six vessels, including three steamers, and a permanent fund of $9,077. The number of withdrawals is less than the new additions, and among the latter are four schooners, named as follows, the figures representing length on the water line:—Betty, just built by G. H. Tripp, of this city, 33 feet; Tempest, T. C. Brown, 53 feet; Silvie, Thomas Nye, 74 feet, and Vision, R. H. Stevenson, 55 feet. The first is a beautiful model of naval architecture, and built from an entirely new and original plan. She will shortly take a run to Philadelphia. The club will probably make its cruise as a squadron with the Eastern Club at about the time of the arrival of the New York and Brooklyn clubs in New England waters, and it is not unlikely that it will also make a cruise to the Isle of Shoals.

The following officers have just been chosen for the ensuing year:—

Commodore, Arthur Cheney; Vice Commodore, F. H. Peabody; Rear Commodore, Andrew Robeson of Fall River; Secretary, Thomas Dean; Treasurer, Augustus Russ; Trustees, Sereno D. Nickerson, Thomas Manning, Benjamin Dean; Measurers, D. J. Lawler, of Boston; J. B. Smith, of New Bedford; Regatta Committee, Coolidge Barnard, B. Chase Dean, F. E. Peabody, William F. Haisey.

THE SOUTH BOSTON YACHT CLUB.

The headquarters of this club are at City Point, and at this early date there is an activity in getting the yachts in final trim for immediate business. There are fifty-three boats belonging to the club, of which number eleven are schooners, twenty-seven sloops, and thirteen are catrigs. There are 136 members, an increase of seventeen over last year, notwithstanding there was a loss of a dozen members during the past year.

THE BUNKER HILL CLUB.

This club has not acquired much strength during the past year, owing to the general depression in business. Many of its members were employés in the Navy Yard, and in consequence of suspension of work there the enthusiasm of the organization has been seriously dampened. The annual 17th of June regatta will come off, however, and the usual summer cruise will not be omitted. Some of the wealthy members of leisure contemplate a cruise to the Philadelphia Centennial during the season.

THE DORCHESTER YACHT CLUB.

None of the suburban clubs are more active and prosperous than that with its headquarters in Dorchester bay. It comprises about 200 members, seventy-eight open boats, seven schooners and seventy one sloops. There will be regattas in June and September and a cruise in the middle of the summer. The club will also be likely to participate in the general turnout on the occasion of the visit of the Brooklyn Club to the Cape during the season. A cruise to the Quaker City is also being arranged by some of the members.

THE QUINCY CLUB.

The Quincy Yacht Club, although only a three-year-old, can be reckoned as one of the most lively along the coast. There were thirty-three boats in the club last year and only one has been withdrawn, and fifteen new ones (most of them built the past winter) have been added. There were only seventy-seven members a year ago, and now there are 125, and acquisitions are being made almost daily. The majority of the boats of the squadron belong to Quincy, the other places represented being Hingham, Weymouth and South Boston.

THE EAST BOSTON CLUB.

This club, which has but just been organized, comprises sixty-six members and twenty-nine boats, but these figures will be augmented during the year. There will be three club races during the season, and the squadron will also help to swell the Cape fleet on the occasion of the visitors from New York to Eastern waters.

THE LYNN CLUB.

This club, which was organized six years ago, has a membership of 170. On account of depression in business its prospects are not flattering, most of the members having withdrawn in consequence of moving from the city. There will be the usual 17th of June regatta.

THE HAVERHILL CLUB.

This is the crack club of the Merrimac River, notwithstanding it is in its infancy. The squadron comprises one steamer, two schooners and two sloops and seven catrigs, and the roll bears the names of fifty members. The club proposes to participate in a regatta in the middle of the summer.

YACHTING AT FALL RIVER.

Fall River promises to take to the yachting mania this season, and on the 30th inst. there will be a regatta, open to all catrigged boats, on the waters of the Narragansett and Mount Hope bays and Taunton River. Entries are expected from Bristol, Newport, Pawtucket, Providence and Dighton. The competitors from the Fall River fleet will be the Una, owned by Jefferson Borden, Jr.; Glide, owned by Isaac H. Borden; Alpine, owned by Thomas Cornell & Co.; Ulis, owned by Axel Bealky, and built for exhibition at the Centennial; the Lackawanna, owned by Edward Lucas, and the Tahnia, owned by Andrew Robeson.

BEN BUTLER'S YACHT.

The yacht America, belonging to General Benjamin F. Butler, which has been docked at the Charlestown Navy Yard during the winter, is being got ready for the summer. She is to be sailed during the season by John Reed, of East Boston, who has been in charge of her during the past few years.

NEW STEAM YACHTS.

Mr. Keene, of Doxbury, is building at his yard, in North Weymouth, a new steam yacht, which is exciting considerable curiosity among yachting men. She is intended for a party of six Boston gentlemen and will cost about $20,000. Her measurement will be ninety-six feet over all, and she is to be fitted and furnished throughout in a most elaborate manner. The steam yacht Emily, formerly owned by Mayor Havemeyer, of New York, has been purchased by Captain John H. McGrady of this city, and, after being overhauled and refitted, she will be added to the Lynn Yacht Club.

YACHTING NOTES.

Yacht Meta, N.Y.Y.C., Mr. Iselin, from New York for the eastward, passed Whitestone, L. I., yesterday.

FIELD SPORTS IN IRELAND.

THE LACROSSE PARTY FROM CANADA AGAIN IN DUBLIN—THE GAMES REVIEWED—FLAT AND HURDLE RACING—EXCELLENT SPORT DESPITE SOME LOCAL OBSTRUCTION—THE PHSIQUE OF THE CONTESTANTS—NAMES, AGES AND WEIGHTS.

DUBLIN, May 16, 1876.

The lacrosse party from Canada made their second appearance here yesterday. Both Canadians and Indians were "all the better" for their rest, and consequently the games were much more vigorously played, and presented greater variety than on Saturday. A combination of little circumstances retarded the actual commencement. Among them were a couple of races, which shall be presently noticed.

THE FIRST GAME

of lacrosse began at forty-two minutes past three P. M., and lasted till thirty-three minutes past four, occupying fifty-one minutes, being the longest game yet played in Ireland.

SECOND GAME.

There was an interval of half an hour before starting the second game. After about ten minutes the ball was lost in some thick grass. A few precious minutes were vainly spent in searching for it, and then Dr. Beers flung up another ball.

The game was won at 5h. 21m., eighteen minutes after it was started.

THE THIRD GAME

was begun at 5h. 26m. and ended at 5h. 46m. All three were won by the Canadians.

STYLE.

The playing on both sides was in every respect simply superb. As on all other occasions the Iroquois seemed to rely more on individual effort, the Canadians on combination and associated work. The latter are the more finished artists, the former more astute and also more rough. The running of the Canadians is better. The Indians catch the ball perhaps better. In one matter the Canadian practice seems open to improvement. When the ball is thrown toward the goal they ought not to be so eager to catch it in order to fling it through the goal posts. If they let it alone in many cases it would roll in of itself. Whereas their effort to catch, in order to "make assurance doubly sure," provokes reprisals, and usually ends in the ball being caught by an adversary and flung far away.

FRIGHTENING THE NATIVES.

One ludicrous incident occurred in the course of the second game. The ball was flung beyond the railing which marked off the course. An Iroquois and a Canadian sprang simultaneously over the railing, closely followed by another Iroquois. Some children who were near screamed with terror at sight of the "wild Indians" rushing, as it seemed, upon their defenceless victims, and some ladies fairly ran away.

FOOT RACE.

Dr. Beers had been over-persuaded to allow Mr. Ogilby the gratification of his vanity which he desired on Saturday. He ran and won a time race of 100 yards against one of the Canadian team. The Dublin *Freeman's Journal* of this morning says the race was with D. C. Bowie, the champion runner of Canada. As a fact it was not Mr. Bowie who ran against Mr. Ogilby, and neither Mr. Bowie nor any other member of the team is the champion runner of Canada. Vanity often perverts facts.

HURDLE RACE.

After this race two of the Canadians and an Indian ran a hurdle race in snowshoes. At the last hurdle the toe of the Indian's shoe caught in the hurdle, and he fell.

COURTESIES.

At the close of the day's proceedings the Canadian and Indian teams gathered around their captain, Dr. Beers, and gave three cheers for the Dublin Lacrosse Club. The members of this club, led by their captain, Mr. John Hennan, responded with three cheers for the Canadian lacrosse party.

The Canadians express themselves warmly of the reception they have had in Dublin from the people. They are, however, far from giving unqualified praise to the ground where the games were played, which was very imperfectly prepared. So rudely, indeed, had the work of preparation been carried on that the ball was often caught in artificial furrows and ruts, and one of the team strained a tendon yesterday, owing to his foot catching in a treacherous hole which had been loosely covered over with grass. The arrangements made by the officials of the Athletic Club, who own the grounds, were far from liberal, being rather of the hard-fisted type. However, lacrosse is likely to become popular here. If it does, then when next the Canadians come they will be free from such petty vexations.

TOURING.

On Sunday the Canadian team made a short excursion to the neighborhood of Bray.

To-day they are sight-seeing in Dublin, and looking on at the great cricket match in the grounds of Trinity College. To-morrow morning they leave the Shelbourne Hotel for

SCOTLAND.

They play in Glasgow on Friday and Saturday, 19th and 20th inst.

PHYSIQUES—INTERESTING STATISTICS.

Through the kindness of the Captain I have obtained the subjoined particulars of the height and weight of the two teams. They were never collected before, so that the information will first see light in the columns of the HERALD.

HEIGHT AND WEIGHT OF CANADIAN LACROSSE TEAM IN EUROPE.

Names.	*Height. Inches.*	*Weight, Lbs.*
Dr. W. G. Beers (Captain)	70	148
Mr. R. W. Beckett	67½	140
Mr. D. E. Bowie	71½	162
Mr. Angus Grant	71	185
Mr. J. T. R. Greene	73	165
Mr. T. E. Hodgson	68	140
Mr. G. S. Hubball	69½	148
Mr. F. McIndoe	68	140
Mr. S. Massey	70	150
Mr. T. J. Ralston	68½	150
Mr. W. O. Ross	73	173
Mr. S. Struthers	72	155
Mr. J. Summerhays	71½	153
Average	70¼	154½

HEIGHT AND WEIGHT OF THE IROQUOIS LACROSSE TEAM.

Iroquois Names.	*Translation.*	*Height, Inches.*	*Weight, Lbs.*
Atenhonni (the capt).	Firewood-cutter	2	205
Amsoinko	Pick-the-feather	70	158
Thasenartâ	Flying-name	9	148
Taronkowa	The Loon	67	148
Sontariakon	Crossing-the-river	64	138
Sholonwene	Wild-wind	66½	14[illegible]
Kanantakeron	Scattered-branches	67	146½
Skanenrati	Outside-the-multitude	68	156½
Sakosennakete	Great-arm	68	145
Tekanenuowihen	Hickory-wood-splitter	67½	145
Kornentakeron	Spruce-branches	69	154½
Karonare	Blue-spotted	68	143
Ononsanoron	Deer-house	70	162

THE DERBY FAVORITE.

The Newmarket commissioner of the London *Sportsman*, under date 15th inst., thus gossips about Petrarch, the great favorite for the Derby:—

Of course, if ever there was what is called a "certainty" on paper for any horse to win a race it is the victory of Petrarch for the Derby. When amiss he won his first and only race last year in a canter from a large field of highly tried two-year-olds, and when only half trained he won the 2,000 guineas with equal ease from several horses whom their experienced trainers considered quite up to the average of Derby form. These are the only two efforts of Petrarch in public, and if he keeps sound in wind and limb it would be sheer folly to deny that he has a splendid chance of winning the blue ribbon at the third time of asking. What a brilliant series of triumphs the son of Laura would then have already achieved, and what a conquering career would still be before him for his three-year-old season, as, if he should take the Derby, his public trial in that race would probably qualify him to win the Grand Prize of Paris and the Doncaster St. Leger. In recommending Petrarch to achieve this series of successes during his three-year-old season it must be distinctly understood that I do so with the contingency of his remaining sound—as I have already said—in wind and limb. Were it not that I had once a reason for coupling him with another horse to supply the winner of the Derby, I should not now hesitate to stand on the Two Thousand Guineas winner alone for the Derby; but singular, and perhaps stupid, though I may appear, I should like to see the handsome son of Lord Clifden safely landed at Epsom before I can accord him my undivided allegiance to win the blue ribbon. That this season I have never had cause, so far as his appearance is concerned, to say that he is likely to give way in his preparation for the Derby. I am quite ready to admit; but, blood-like, handsome and symmetrical though the favorite most undoubtedly is, he is not without faults.

On this (Monday) morning I looked Petrarch very carefully over while being led about in front of the Warren stables, and I am pleased to say that not the slightest sign of unsoundness or blemish is visable. Quiet and collected in his behavior, notwithstanding that he had rested on the Sabbath—a sensible and Christian-like practice peculiar to the Dawson family—the son of Lord Clifden was really a picture of equine beauty, and every inch a Derby horse, if he only comes well through his final gallops to the starting post. I subsequently saw him sent a couple of canters on the tan track, and a fast gallop, led by Cerberus and followed by Geryon, on the Limekiln ground. Here a great number of persons and "touts" of all denominations collected to see the training gallops, and the weather was beautifully fine. Though it had rained in torrents, both owners of racehorses and farmers would have had good cause to rejoice. I have rarely, if ever, seen a better Derby gallop than that done by Petrarch this morning, and I saw him walk through the plantation and over the Warren Hill as soundly as any horse on the ground.

If Petrarch has a fault in his frame—and there never was a horse without one of some kind—it is that he is a trifle too light below the knee to correspond with the power he shows in his other parts; but, as a set-off against this, his cannon bones, from knee to fetlock, are short, his back sinews are clean, wiry and well defined, and, best of all, his fore legs, from his knees to his heels, are well set on and most truthfully formed.

The very worst kind of limbs with which, sadly, too many of our racehorses are cursed are light and badly formed fore legs, and power, with truth of formation, should be especially sought for in a Derby horse that has to carry the money of either the rich or the poor over that very trying course at Epsom. Perhaps no horse possessed in a greater degree these excellent points than Kingcraft when he beat Macgregor, who, though he had a tremendous turn of speed and won the Two Thousand Guineas by a long way from the son of King Tom, could not get down the hill in the race for the Derby of 1870 by reason of the faulty formation of his fore legs. I have seen Kingcraft as a sire in the streets of Newmarket to-day and noticed that, although he trained on and ran in handicaps for upward of two years subsequent to his victory for the Derby, his fore and hind legs are still perfectly sound and free from blemish. Kingcraft, who was, of course, trained at Heath House, is not, in his top, one bit better looking than Skylark, in the same stable, but the body of the last named looks like wearing out two or more sets of his legs, if it were possible for him to have them.

TURF NOTES.

At the Bay District Course, San Francisco, 21st inst., the members turned out in force and had a trot for a purse of $100, mile heats, three in five, in harness. Seven horses owned by members came to the score, but in the second heat Mr. A. A. Louderback's sorrel mare Rose fell dead, after passing under the wire, having burst a blood vessel by over-exertion.

Mr. Charles Reed, of New York, has purchased of Messrs. Johnson & Murphy, of Nashville, Tenn., the gray colt Gray Steel, four years old, by Vandal, dam Bettie Martin.

Says the *Kentucky Live Stock Record*, 27th inst.:—"A. J. Alexander, Woodburn Stud Farm, Spring Station, Ky., has bought of D. Swigert, Stockwood Farm, Spring Station, Ky., the bay colt King Alfonso, four years old, by imported Phaeton, dam Capitola by Vandal, and the two-year old bay colt Lisbon, by imported Phaeton, dam imported Lady Love by Stockwell or Caterer, grandam by Sweetmeat. King Alfonso goes to the stud at Woodburn, and Lisbon will run out his two and three-year old engagements."

Mr. Richard Peaslisn will expose at public sale on June 21 the Kentucky stock farm, containing 735 acres, and situated about six miles from Lexington, on the Iron Works road, between the Russell and Maysville turnpikes. The stable is considered one of the finest in America, containing thirty-five box stalls, and on the farm is an excellent mile track. All of the stock on the place will be disposed of, among the lot being the celebrated horse Fellowcraft, who eclipsed his famous grandsire's time of 7:19¾, running four miles in 7:19½.

Says the London *Sportsman*, 16th inst.:—"Several English jockeys went to France in order to ride at the Paris spring meeting last Sunday, May 14, C. Archer being one of them. All went well with him in the gay capital, but before leaving Calais on the return journey he had a narrow escape with his life. While getting on board the steamer at Calais an excited Frenchman managed to elbow Archer off the gangway into the sea, and he sank twice before being rescued, when he was brought down into the second cabin, where he was undressed and put into warm blankets. Young Gideon being on the spot with a flask of brandy Archer was, after a little time, restored to consciousness. Before reaching Dover he had quite recovered, and, after a quick run to London, started for Newmarket, accompanied by F. Jeffery, who had also been riding in the Bois de Boulogne on the previous day."

BASE BALL NOTES.

The St. Louis Club will play the Athletic at Philadelphia Tuesday.

Tuesday (Decoration Day) the Mutuals play the Louisville Club on the Union grounds.

Next Friday the Brooklyn Club, of Brooklyn, will play the Olympics, of Paterson, on the Union grounds.

A NEW DRIVE.

The "Grand street extension," a fine macadamized road from Williamsburg to Newtown, a distance of three miles, was thrown open to the public yesterday. It is a great improvement, constituting the only drive in that section of the city, and its completion will be made the occasion of a jubilee by the property owners on its line during the coming week. The cost of the road was $160,000.

A TRIP TO ROCKAWAY.

The announcement that the popular steamer Plymouth Rock would yesterday make the first trip of the season to Rockaway Beach was an earnest to persons who are in the habit of spending Sunday at this favorite resort that the beach could be reached hereafter in comfort and with a degree of safety not heretofore guaranteed. The previous excursions of this commodious vessel in other waters have given it a well merited reputation among excursionists. The managers have decided to confine the trips of their vessel this season to Rockaway Beach, and on Wednesday next they will enter upon their schedule of two trips every day in the week from Twenty-fourth street, North River, calling at pier No. 2 on the down trips, and also on the evening up trip. The vessel has been repainted, outside and in, and refurnished and renovated most thoroughly from stem to stern. She is, as usual, commanded by Mr. Joseph Tooker.

The Plymouth Rock was generously patronized yesterday on the occasion of her first visit to Rockaway, which would have been a decided success were it not for an accident that will be referred to further on. At half past nine A. M. Captain Morton received the welcome signal, and a few minutes later the Plymouth Rock shook the spray from her paddle boxes against the pier, and gently glided down the North River with over 600 happy seekers after beer, clams and the other *et ceteras* for which the beach has so long been famous. At pier No. 2 North River large additions were made to the party, and the vessel arrived at the Neptune House on time with 900 passengers. On the second trip the Commodore received at Twenty-fourth street 1,076 passengers, and at pier No. 2 636—making a total of 2,615 persons conveyed to the beach during the day. The trip to the beach was enlivened by a musical *mélange*, in which some really talented artists participated. Horace Weston, the colored artist, whose reputation as a banjoist is well founded, largely contributed to the entertainment, while the efforts of the Madrigal Glee Club—a company of boys, dressed in Middy's uniform—were highly appreciated and applauded, as were also the songs of Mr. Pyke, their leader, and Mr. Bortleman, who sang several solos. All went merrily, and the company, which included many ladies and children, arrived safely at the Neptune House pier. There about half of them disembarked and repaired to the beach or to the hotels for refreshments. The Plymouth Rock proceeded at a low rate of speed with the balance of her human freight to test her ability to reach the second landing at the Seaside House at low water. In this exploit Commodore Tooker showed that his nautical experience is not equal to his theatrical experience, and as a consequence the Plymouth Rock ran aground. All efforts to work her off proved a failure, and nearly all of her passengers who had landed were forced to return to the city by the Americus and Neptune, rather than wait several hours at the hotels, that had been stripped of everything eatable, until the tide flooded the craft into deep water. About nine the vessel floated off and arrived safely in the city at a late hour of the evening. Notwithstanding that the excursionists had to pay extra for returning to the city there was very little grumbling—all seeming to think they received fifty cents worth of pleasure in the trip down. The unfortunates who remained on the vessel, however, it is safe to say were not so well pleased with the pioneer trip of the Plymouth Rock to Rockaway Beach.

A DARING ROBBERY.

Frank Pfeiffer, of No. 413 West Thirty-ninth street, a bartender, who has frequently been arrested on various charges, was arraigned at the Washington Place Police Court yesterday afternoon, before Justice Smith, charged with committing a robbery of a most aggravated character. On Saturday evening he called on Mr. Pankratz Laemlein, of No. 332 West Thirty-eighth street, with whom he was slightly acquainted, and asked him to take a walk. Mr. Laemlein at first consented, but becoming suspicious returned to his residence, followed by Pfeiffer, who knocked him down in the hallway and took $44 from the inner pocket of his vest. Mr. Laemlein grappled with Pfeiffer, when the latter said, "Let me go and I will give you $50." Mr. Laemlein released him when Pfeiffer struck him on the head with a slungshot, wounding him severely. Pfeiffer then made his escape, and was not captured until yesterday, when Roundsman Carmick, of the Twentieth precinct, saw him on Tenth avenue and apprehended him. He was held in default of $2,000 bail.

STRUCK WITH AN AXE.

During a quarrel in the tenement house No. 537 West Thirty-ninth street Mary McDonough, the owner of the building, was struck on the head with a wood axe by Ann Curran, one of her tenants, and so severely injured that her removal to the hospital was deemed necessary. The woman Curran was arrested by Officer Walsh, of the Twentieth precinct, and on being arraigned before Justice Smith, at the Washington Place Police Court yesterday afternoon, Patrick McDonough, son of the injured woman, made a complaint against her, and she was committed to await the result of Mrs. McDonough's injuries.

STABBED IN A FIGHT.

Yesterday morning James Lackey, who resides in Union avenue, Brooklyn, was stabbed severely about the arms and head by Joseph McNamara and Edward Wormsley during a quarrel in front of his residence. The wounded man was removed to the Eastern District Hospital and Wormsley and McNamara were arrested.

ACCIDENTALLY SHOT.

Patrick Baylan, aged twenty-five years, of No. 331 East Twenty-ninth street, while carelessly handling a pistol at his residence accidentally shot himself in the groin, inflicting a severe wound. He was sent to Bellevue Hospital.

THE PRINCE OF WALES' MENAGERIE.

THREE VESSELS-OF-WAR USED AS ZOOLOGICAL CAGES—CLASSIFICATION AND HABITS OF THE ANIMALS—A MIDSHIPMAN'S HAND BITTEN OFF—"JOHN BULL" ALMOST OVERSHADOWED BY HIS PETS FROM ASIA.

LONDON, May 15, 1876.

Londoners who, on Saturday last, shouted themselves hoarse in welcoming the Prince of Wales on his return from the East, are now amused by the accounts which appear in the papers of the disembarkation of the valuable collection of wild animals which he brought home with him, and which were presented to him after the fashion of Eastern royalty, as tokens of the esteem of the various rajahs and potentates whose dominions he visited during his memorable tour. The war ships Serapis, Osborne and Raleigh were, in fact, turned into

FLOATING MENAGERIES,

to the great delight of the sailors, who were enabled to indulge to their hearts' content their peculiar predilection for pets of all kinds, although, indeed, some of the pets had to be fondled in imagination only and from a distance.

JOHN BULL SEES THE "LIONS."

Last Friday the decks of the great ship which has done duty as royal yacht were crowded with people, who displayed as much curiosity as though they were in the Zoological Gardens in Regent's Park. But few of the collection succumbed to the effects of the voyage. The tigers, indeed, from all accounts, were particularly lively passengers, one of them, a young one, having given proof of its incapacity to appreciate confinement by biting off the hand of a midshipman.

THE VISITORS

were conducted over the menagerie by the sailors, who took especial delight in showing off the proclivities of their pets. The snake killing mongoose was exhibited by one Jack tar, while another romped about with a large black bear. The elephants were made lions of, and reaped plenteous harvests of cakes and oranges in return for the incessant salutations with which they greeted the visitors. Two little buffaloes, intended as a team for the carriage of the Prince's children, were objects of much curiosity, and they would no doubt make a sensation if "tooled" down the "ladies' mile" by the royal boys. The Osborne had on board the most interesting members of the show, in the shape of two

BABY ELEPHANTS,

of wonderful sagacity and gentleness, which, during the voyage, have been accustomed to roam at will about the ship like big dogs. Their names are "Rustom" and "Omar," and the resemblance between them is so close that they can only be distinguished by the names on their collars. They worked their passage home by acting as ash hoisters, and when the Osborne entered the harbor on Thursday they took up their station with much gravity and decorum upon the paddle box beside the Captain, keeping up an incessant salaam in the direction of the chilly land for which they have changed their sultry clime.

SMALLER FRY.

Antelopes, Cashmere sheep four-horned sheep, wild dogs, musk deer and an immense panther are among the remainder of the collection, which consists altogether of 134 mammals and birds. They arrived in London to-day, and will find a temporary resting place at the Zoological Gardens, where a new tent has been erected for them. Tickets for the "Zoo," on Sundays, will doubtless be in great demand, for ever since the day when the royal menagerie at the Tower of London ceased to be one of the London sights English kings and princes have not indulged in this ancient appendage of royalty.

FINE ARTS.

EXHIBITION OF AMERICAN PAINTINGS AT MINER'S.

There are now on exhibition at Miner's Art Galleries, No. 845 Broadway, the pictures contributed to the first regular artists' sale in this city. If this one is successful the sales will be held at regular intervals during the season, which lasts from September to June, after the manner of those of English artists, who have three sales during each year. They propose conducting them on the same plan, any artist being a contributor whose work is of a high order of excellence, and he must send his best productions. Each artist will have the full benefit of what his picture sells for immediately after the sales, and everything will be done to make them so attractive as to interest the best class of buyers. The want of patronage in their studios this winter has been the principal reason of this movement among the artists of combining their interests to a certain extent for their mutual ben