WATKINS REGATTA

First Two Races on the Programme.

SPLENDID ROWING.

The Atalantas, of New York, Win the Pair-Oared Event.

SINGLE SCULLS

McLafferty, of the Watkins Club, the Winner.

[BY TELEGRAPH TO THE HERALD.]

WATKINS, N. Y., May 28, 1878.

The morning of the first day of the great regatta broke clear and calm, and with promise of fine weather. But clouds gradually gathered with heavy thunder heads to the southeast, while the north wind began ruffling the lake, so that, while not too rough for shells, it soon became unfit for fast time. Courtney, the most weather wise man in this region, thought things looked a little dubious for racing water, at least till late in the afternoon. Meanwhile the town began to wear an aspect of life and gayety quite unusual, and it was plain there was something coming. Smart teams commenced arriving by all the roads, hats and bonnets usually worn only on the first day of the week shope out from the light buggies of the younger Grangers and the great nine-seated democratic wagons of the elder. Everyone looked gay and expectant, and life every minute became more pleasant. Nor was the mushroom side show lacking, where the "man-colt" and the "two headed calf" and the snake charmers could all be seen for the low price of fifteen cents.

"Courtney" and "boating" and "oar" and "scull" and "Northwestern" and "Shoesaccamette" were heard on every corner. Bunting abounded on the lake steamers. Club flags were swung from crew quarters; little bands of men with the knowing look and garb of denizens of the great cities were walking busily here and there, looking up their crews at their quarters or taking a turn by the lake shore. Correspondents were on in force from Detroit and the Northwest, from Pittsburg and New York.

CONDITION OF THE WATER.

As noon drew near, the clouds, though still hanging around, had as yet brought nothing save a little more wind, enough, however, unfortunately, to make racing out of the question, for until every one breaks out in a large boat like that of the Shoesaccamettes the waves must not be over three inches high or races cannot be rowed. Wistful faces were cast constantly at the dark water, and hope after hope was expressed that it would quiet down by the afternoon. But they were doomed to at least partial disappointment. Shortly before two o'clock Courtney, in the referee's steamer Estelle, took a turn up the course and reported that "no shell could live." The overcast sky threatened rain; still that seldom disturbs a rowing man, as it simply beats down the waves, bringing the very quiet water they seek. But it did not come, and the wind and waves continued until long after two o'clock, the time set for the race; indeed well on toward evening.

THE PAIR-OARED RACE.

At twenty minutes to seven o'clock the booming of cannon over the hills at the lower end of the course shows that Courtney has decided at last to send off one of the races, though there is still some wind, a three-inch wave and a considerable swell. Out steams his tug, the Estelle. Going directly down the lake to the top of the course he calls out the pairs, they and their boats having gone there hours before on a large float. He announces his intention to have all four pairs row an abreast race instead of in heats. So the blunder of the committee as to this race was corrected after all. Rearwing took place. The Detroit scullers won the inside; Emerson and Jerome, of the Northwesterns, second place; Eustice and Downs, of the Atalantas, third, and Curtis, the outside. The Detroits are the first afloat, and as they paddle to position it seems a pity that bow could not be taught to pull with his arms less and with his body and weight more. The Atalantas follow promptly, and as they "doff" their "sweaters" and head to their flag, their smoothness attracts attention. Curtis' pair come next, and there, sure enough, is the old Rocking Haven getting his oar out badly.

STARTED.

At 6h. 55m. 20s. they get the "Are you ready? Go" from Courtney, and every blade is in and all are away. The two Northwestern boats both rock noticeably. The Atalantas go at once to the fore, and the Detroits perceptibly to the rear. Curtis takes a good course straightaway up the lake. Eustis veers west somewhat, and the other two go parallel. A minute out and Atalanta has shown no spurt, and it is plain that she has settled at something she can stay at, for she is only doing thirty strokes. There is abundant reach and swing in Jerome's boat, and they seem to heave her along well; but somehow she does not catch up. But look at the Detroiters. The apparent drag at starting has gone, and there they are over by the west bank, chipping away at several more strokes a minute than any other team, and full of life and "go." But where is the famous oarsman of the Northwest, the great, the muscular, the superbly developed Curtis and his mate. Is there anything wrong with them? No complaint of anything was heard before the race. The water is fine over on the east where they are, and though they are noticeably ahead of their comrades, Jerome and Emerson are now all of ten feet behind Detroit and more than twice that astern of the New Yorkers. Well, in a short, sharp, terrible hard race like this to make that much in the first sixty seconds and never yet have spurted is a tremendous gain and glad may he be who makes it. Yes, but Curtis is a stayer, and far too old a bird to be at all disturbed yet. Powerful as they are there is no snap and spring about their work. The boat does not dash ahead, but every stroke they take they lose perceptibly, and before the second minute is over are already behind the field, and what's the trouble now? Here at 2m. 20s. from the start they slow down, and the bright and beautiful new boat almost loses her headway.

AN ACCIDENT.

Poor Havens! He has slid his seat off its little rails, and it has fallen into the bottom of the boat. Out goes his right hand, and in a moment adjusts it in its place. But the four or five seconds lost have opened the gap between them and the Jerome pair to two lengths. Detroit is as much further ahead, and Atalanta fifty feet more. The latter has now worked considerably over to westward, and close to Jerome's course. But not near enough to do harm. Detroit is digging away with great spirit on the west, and Curtis struggles to regain the four precious seconds. Half the course is rowed. Jerome rowing at thirty strokes to the minute has still plenty of go, and Emerson is a trifle steadier than before. He dips his oar too deep though, and it is last becoming manifest that Curtis was right when he said his new men, Havens and Emerson, had not had a month's practice in a shell. There goes the team that has those two in the leading boat. Years ago they learned to work together, for they are Wesleyans. They have had plenty of coaching and it stands them in grand good stead to-night, when it came to the hour of trial. Count their stroke again now. It is only thirty. But such long, clear, measured strokes, the two blades entering the water as one.

ON THE HOME RUN.

Down the latter half of the track matters do not change materially, save that Detroit begins to feel her work and the good condition of the next team, Jerome and Emerson, to tell. They certainly are gaining little by little. Now is the sixth minute ended, and they begin to draw toward home. A cheer is heard from the bank. Jerome brightens and freshens and is far from "done up." Detroit does not like it a bit, but cannot help herself; her powder is getting low. Even Curtis creeps up a little, but only a little. A minute yet remains. Can Jerome pass Detroit and be in second after all?

THE ATALANTAS VICTORIOUS.

The Atlanta lead is now commanding. So it looks, and as they shoot in across the finish line with Eustis four lengths to the fore, it actually is hard to say who is second, Detroit, or Jerome's Northwesterns. But it was the latter, and by only two seconds. A quarter of a mile more, yes, a hundred yards more, and the crew from the rapid, swirling stream, which pours so much water into Lake Erie, would have to be content with third place.

TIME.

8m. 5s. is the official time for the Atalantas; 8m. 15s. for Detroit; 8m. 17s. for Jerome's pair, and 8m. 20s. for Curtis.

Later in the evening the Detroit men complained to Courtney that they understood this was only to be a trial heat and not a final, but the fact that none of the other pairs thought so and the absurdity of the claim, just after four crews had rowed a handsome breast race, will be apparent on a moment's reflection, and Courtney promptly disposed of it as he ought. They were beaten fairly and squarely by the Atalantas, and would be every day in the week, for they have neither their power, skill nor stay. They have beaten the men they had challenged to a special race—namely, Curtis and his mate. But that special race was to be for three miles, not one and five-sixteenths, and this evening's work was eminently suggestive that if Mr. Curtis wishes yet to row the longer distance it will pay him to press the race which there was not time to pull to-night.

CHAMPIONSHIP AMATEURS.

Eustis and Downs are naturally gratified at the hearty welcome of their friends and at winning the most important race they ever rowed, one which makes them the champion amateur pair of this country, and entitles them to a trip to Henley. "Number nine is your stateroom," Curtis cheerily told Eustis afterward; for Curtis has the rare quality of behaving handsomely under defeat. Few men have done as much for American athletics as he. If his four are beaten to-morrow, the fact that he is forty-two years of age makes it a question whether he had not better fall back on his long, bright record and count this a good place to stop.

SUMMARY.

	Time. M.	S.
1. Atalantas	8	5
2. Detroits	8	15
3. Northwesterns (Jerome)	8	17
4. Northwesterns (Curtis)	8	30

THE JUNIOR SINGLES.

"Long was the delay before they could get the gun fired to call the men into line. "If they had a war they could kill a regiment in this time" said Courtney. At last they found the gun man lying on the grass near the gun fast asleep, aroused him and blazed away. Had the five scullers appeared, it would have been almost impossible to send them off, as there were but four buoys set at the time, but Andrews, of the Watkins Club, failed to show up, and so the other four were soon in line; McLafferty, of the Watkins Boat Club, on the west; Larmon, of Union Springs, second; Gaisel, of the Gramercy, of New York, third; McMullen, of Pittsburg, on the outside. Courtney shouts, "Larmon, get up to your stakeboat," for he was a little ahead of his starting buoy; then, "Back up there, Gaisel," (and then they're off. A beautiful start, all getting the water at once and buckling at once to their work. McLafferty leads at once, but barely leads. Far over on the east McMullen, of Pittsburg, is scudding away at a tremendously quick arm stroke, and closing up fast. "He's got to come back yet," says Lee, the famous senior sculler, as he watches from the referee's boat, and, brawny a fellow as McMullen is, it is easy to see that he could not stand that stroke. Half the strength and twice the skill and judgment, and he would now have been a steady third or fourth, coolly reserving his strength for where it would "do the most good," instead of tearing himself to pieces on the first quarter with his foolish 41 stroke. A minute out and it is anybody's race, so even are they; and as the four skim along over the calm, beautiful lake, the two outers gradually working in toward the course of their two inners, it is indeed a pretty sight. "That's the nicest race yet," said Courtney. Nobody is tired yet, but Pittsburg is not quite so lively as he was, while instead of McLafferty doing the leading it seems now to be Gaisel who has actually drawn clear of the other, who in turn is ten feet ahead of Larmon, while McMullen, as Lee predicted, is "coming back" and is already twenty feet astern of the fleet, but sticking to it dogedly. Now Larmon eyes McLafferty hard, but cannot pick up on him, and as the fourth minute passed away McLafferty's gradual, almost imperceptible, gain is all the time going on, as he steadily sticks to his 30 stroke. But he has Gaisel still ahead of him, with twenty feet to spare, and forty feet astern is tired Larmon, and eighty more the strong man from the Monongahela. Gaisel's form stays well, but the snap is getting out of him, and you do not need to be close to him to see that he is going to pieces. The fine training and steady work of the Watkins man had been too much for him, and was as surely mowing him down as it had already the sturdy Pittsburger and the wiry Larmon. Now McLafferty spurts, and, collaring his man, is just about drawing level, when in 7m. 15s. from the start they reach the stake.

GAISEL'S MISFORTUNES.

The Watkins man comes up to his stake, but Gaisel is too far west, and has to waste fifty feet or more to reach his stake at all. The Watkins man has him now, for as they round their buoys McLafferty is the first to hold water. But Gaisel's misfortunes do not end here. Scarcely is he about and headed homeward when up comes the blundering McMullen, far out of his course, a hundred and more feet west of where he ought to be, and without looking where he is going slaps Gaisel's port oar with his own port oar. Up flew the water and both stopped rowing. Even McLafferty now begins to tire; but poor Gaisel can do little more than paddle, he is so much used up, while Larmon considerately stays to keep him company, for that clumsy foul of McMullen's had also stove the forward part of Gaisel's boat, and set her to leaking. McMullen, however, went on, passed them both, and chased McLafferty southward, but 200 yards behind him; as the latter sculls on along the western bank his townsmen now find who is ahead, and cheer after cheer are given him with the heartiest good will. He returns the favor by catching both sculls in one hand, throwing the other high in the air and waving back his gratitude. He is doing thirty strokes a minute and so well is he trained that, as he works down toward the finish, he seems as fresh as ever, and again waves his hand. He crossed the line in 15m. 41s., an easy winner, with Larmon second, in 16m. 16s., for he was ahead of McMullen again, who now was distanced. Both paddled directly to their boathouses, while poor Gaisel, after struggling along very slowly, finds his boat filling, and is helped ashore. So ended a very fine race, and, at least up to the stake, one as handsomely contested as any one might wish to see.

SHIPPING NEWS

OCEAN STEAMERS.

DATES OF DEPARTURE FROM NEW YORK FOR THE MONTHS OF MAY AND JUNE.

Steamer.	Sails.	Destination.	Office.
Russia	May 29	Liverpool	14 Bowling Green
Pereire	May 29	Havre	55 Broadway
City of Montreal	May 30	Liverpool	31-33 Broadway
State of Virginia	May 30	Glasgow	72 Broadway
Herder	May 30	Hamburg	61 Broadway
Britannic	June 1	Liverpool	37 Broadway
Helvetia	June 1	Liverpool	69 Broadway
Ethiopia	June 1	Glasgow	7 Bowling Green
Mosel	June 1	Bremen	2 Bowling Green
Wisconsin	June 4	Liverpool	29 Broadway
Alsatia	June 4	London	7 Bowling Green
Scythia	June 5	Liverpool	4 Bowling Green
Holland	June 5	London	63 Broadway
P Caland	June 5	Rotterdam	50 Broadway
Ville de Paris	June 5	Havre	55 Broadway
Celtic	June 6	Liverpool	37 Broadway
State of Georgia	June 6	Glasgow	72 Broadway
Lessing	June 6	Hamburg	39 Broadway
Spain	June 8	Liverpool	69 Broadway
Bolivia	June 8	Glasgow	7 Bowling Green
Oder	June 8	Bremen	2 Bowling Green
City of Berlin	June 8	Liverpool	31-33 Broadway
Nevada	June 11	Liverpool	29 Broadway
Abyssinia	June 12	Liverpool	4 Bowling Green
Elysia	June 12	London	7 Bowling Green
Denmark	June 12	London	69 Broadway
St Laurent	June 12	Havre	55 Broadway
City of Brussels	June 13	Liverpool	31-33 Broadway
State of Georgia	June 13	Glasgow	72 Broadway
Wieland	June 13	Hamberg	61 Broadway
England	June 15	Liverpool	69 Broadway
Victoria	June 15	Glasgow	7 Bowling Green
Donau	June 15	Bremen	2 Bowling Green
Germanic	June 15	Liverpool	37 Broadway
Schiedam	June 15	Rotterdam	50 Broadway
Wyoming	June 18	Liverpool	29 Broadway
Canada	June 19	London	69 Broadway
Bothnia	June 19	Liverpool	4 Bowling Green
Pommerania	June 20	Hamburg	61 Broadway
The Queen	June 22	Liverpool	69 Broadway
Circassia	June 22	Glasgow	7 Bowling Green
Weser	June 22	Bremen	2 Bowling Green
Switzerland	June 22	Antwerp	52 Broadway
Idaho	June 25	Liverpool	29 Broadway
Montana	July 2	Liverpool	29 Broadway
FROM PHILADELPHIA.			
Vaderland	June 8	Antwerp	307 Walnut st

ALMANAC FOR NEW YORK—THIS DAY.

SUN AND MOON.			HIGH WATER.		
Sun rises	4 32		Sandy Hook	eve	5 43
Sun sets	7 22		Gov Island	eve	6 28
Moon rises	morn	2 35	Hell Gate	eve	8 13

HERALD YACHT WEATHER OBSERVATIONS.

May 28.	Hour.	Bar. Inch.	Ther Deg.	Wind	State of Weather.
New York	Noon.	29.95	78	S	Partly cloudy.
Hospital Ship	4 PM	29.95	74	WSW	Partly cloudy.
Scotland L'ship	8 PM	29.96	65	WNW	Partly cloudy.
Highlands	12 PM	30.06	61	NW	Clear.

PORT OF NEW YORK, MAY 28, 1878.

ARRIVALS.

REPORTED BY THE HERALD STEAM YACHTS AND HERALD WHITESTONE TELEGRAPH LINE.

Steamer Scythia (Br), Hains, Liverpool May 18 and Queenstown 19th, with mdse and 240 passengers to C G Francklyn. May 26, lat 41 42, lon 59 34, passed steamer Java (Br), hence for Antwerp.

Steamer Bohemian (Br), Forsyth, Liverpool May 18 and Queenstown 19th, with mdse and 192 passengers to Williams & Guion. May 20, lat 50 40, lon 14 20, passed bark Lucy Pope (Br), from Liverpool for Sydney, C B; 23d, lat 45 54, lon 39 21, steamer Holland (Br), from London for New York.

Steamer Somerset (Br), Stamper, Bristol May 16, with mdse and 68 passengers to W D Morgan. First 4 days had strong westerly gales; remainder of passage E and SE winds.

Steamer Bolivia (Br), Small, Glasgow May 18, via Moville 19th, with mdse and passengers to Henderson bros.

Steamer Ville de Paris (Fr), Santelli, Havre May 18, with mdse and passengers to Louis de Bebian. May 19 had a heavy NW to WNW gale; thence variable, with fog the last three days. May 21, lat 40 22, lon 20 52, passed the derelict ship; 23d, no lat, &c, a tallow steamer bound E.

Steamer Lessing (Ger), Voss, Hamburg May 15, and Havre 18th, with mdse and passengers to Kunhardt & Co. May 24, lat 44 57, lon 40 25, passed a British bark bound E, showing signals L M KG; 26th, lat 42, lon 57 47, a British bark from New York for ——, showing signals G B FG; 27th, lat 41 56, lon 62 09, a Cunard steamer bound E.

Steamer Louisiana (Br), Schofield, Santos April 23, Rio Janeiro 30 and Bahia May 6, with mdse and 12 passengers to Busk & Jevons.

Steamer Gen Meade (Br), Cowell, Bermuda May 23, with mdse and 16 passengers to A E Outerbridge & Co. May 27, lat 39 30, lon 72 42, passed ship Hesperides (Br), from Calcutta via Demerara for New York.

Steamer Hudson, Carver, New Orleans 6 days, with mdse and passengers to Clark & Standard.

Steamer Isaac Bell, Lawrence, Richmond, City Point and Norfolk, with mdse to the Old Dominion Steamship Co.

Ship Hesperides (Br), Upton, Calcutta via Demerara 165 days, with linseed to Arkell, Tuttle & Co.

Ship Deutschland (Ger), Roper, Bremen April 24, in ballast, to H Koop & Co. Anchored in Gravesend Bay for orders.

Bark Augustine Kobbe (of Searsport), Carver, Liverpool 31 days, in ballast to James E Ward & Co.

Bark Adas (Aus), Mordica, London March 31, in ballast to Slocovich & Co.

Bark Milton (Nor), Kroger, Plymouth 58 days, in ballast to C Tobias & Co. Had fine weather. May 12, lat 25, lon 58, spoke bark Anoff (SWe), from Iquique for New York.

Bark Valpini (Ital), Oneto, Limerick 23 days, in ballast to Benham & Boreson.

Bark Pasedon (Nor), Beck, Glasgow 34 days, in ballast to C Tobias & Co. May 9 had a hurricane from NNW, lasting 8 hours; 22d, had a heavy gale from NE to ESE, lasting 3 days; afterwards fine weather.

Bark Stjernen (Nor), Gustorsen, Westport 18 days, in ballast to Benham & Boreson.

Bark Conte Dezza Scipaty (Aus), Cosulich, Amsterdam 69 days, with barrels to Slocovich & Co.

Bark Wilhelm I (Ger), Petersen, Stettin 61 days, with barrels to Dill & Radmann.

Bark Others (Br), Wilson, Havre April 19, in ballast to J W Elwell & Co. Anchored in Gravesend Bay for order.

Bark Trait d'Union, Balton, Cape Haytien 14 days, with logwood, to R Murray, Jr.

Bark Isaac Hall, Ryder, Havana 12 days, with sugar to Grinnell, Minturn & Co; vessel to J H Winchester & Co.

Bark Anna Walsh, Bowers, Matanzas 12 days, with sugar to order; vessel to Carver & Barnes.

Bark Horace Beals, Dyer, Sagua 12 days, with sugar to Moses Taylor & Co; vessel to John Zittlosen.

Bark Rhedol Queen (of Aberystwyth), Edwards, Bermuda 9 days, with produce to Jones & Lough.

Brig Mary Gibbs, Whittemore, Seville 57 days, with cork to M Hunter & Co. Had light westerly winds and calms.

Brig Robert Dillon, Benson, Rio Janeiro 42 days, in ballast, to Geo H Squires. Crossed the Equator May 2, in lon 38 N.

Brig Caroline, Eddy (of Bangor), Warren, Cienfuegos 20 days, with sugar to Moses Taylor & Co; vessel to T H Smith & Co.

Schr F Merwin, Pierce, Seville 47 days, with cork to J A Van Brunt.

Schr Matilda Kranz (of Provincetown), Rich, Marseilles, 63 days, with mdse to James Henry; vessel to Brett, son & Co. Passed Gibraltar April 15; had moderate weather.

Schr Sunbeam, Saunders, Azua, 21 days, with sugar and fustic, to S Michelena; vessel to H P Brown & Co.

Schr Wm Buck, Miller, Ponce, PR, 17 days, with sugar and molasses to J De Rivera & Co; vessel to Geo H Squires.

Schr James R Talbot (of Machias), Crocker, Guantanamo 19 days, with sugar to J M Ceballos; vessel to Chase, Talbot & Co.

Schr J J Pharo, Soper, Fernandina 14 days, with lumber to order; vessel to Van Brunt & Sinkgt. Was 9 days north of Hatteras with light wind and calm.

Schr Hattie, White, Charleston, S C, 11 days, with lumber to order.

Schr Mary S Tibbets, Maxwell, Virginia.

☞ Ship Johanne (Ger), from Liverpool, which was anchored in the lower bay, came up to the city 28th.

☞ Bark Capri (Br), from Liverpool, which was anchored below, came up to the city 28th.

☞ The report of the arrival of bark Ellida (Nor), from Plymouth, in yesterday's edition, was a telegraphic error.

PASSED THROUGH BELL GATE.

BOUND SOUTH.

Steamer Acushnett, Rector, New London for New York.

Schr Mary A Witham, Austin, Gonaives, via Providence 21 days for New York, with logwood and coffee to R Murray, Jr.

Schr River Side (Br), Copp, Shulee, NS, for New York.

Schr Addie L Perkins, Thompson, Windsor, NS, for New York, with plaster to Berteaux & Co.

Schr Samuel P Adams, Adams, Deer Island, Me, for New York.

Schr Lamartine, Barbour, from Bluehill, Me (before reported in the Roads above).

Schr I H Borden, Baker, Fall River for New York.

Schr Charlie & Willie, Cousins, Vinalhaven for New York.

Schr Falcon, Wheeler, Derby for New York.

Schr James Fitch, Jr, Barlow, Nantucket for New York.

Schr Expedite, Sackett, Providence for New York.

Schr Veranda, Pond, Providence for New York.

Schr Brandywine, Venner, Providence for New York.

Schr Evelyn, Davis, Newport, RI, for New York.

Schr Hase, McNamee, Greenwich for New York.

Brig Reporter, Ryder, from Bangor for New York, is off Execution Light, Long Island Sound.

BOUND EAST.

Steamer General Whitney, Hallett, New York for Boston.

Steamer Sautee, Springer, New York for New Bedford.

Brig Hattie Pettis (Br), Hatfield, New York for Valencia.

Brig Ellen M Mitchell, Eaton, New York for Machias.

Schr Melville, Blake, New York for Bangor.

Schr Wm H Bowen, Jackson, New York for Providence.

Schr F G Russell, Rankin, New York for Portland, Ct.

Schr George Gillum, Bacon, New York for Portland, Ct.

Schr Sharpshooter, Clark, New York for Cold Spring L I.

Schr Orlando Smith, Ferris, Albany for Portchester.

Schr L S Hatch, Kelsey, Port Johnson for New Bedford.

Schr Orlando, Rowland, Port Johnson for Boston.

Schr Achorn, Mansfield, Port Johnson for Boston.

Schr R E Hull, Brush, Port Johnson for Newport.

Schr Wm McCobb, Horton, Elizabethport for Providence.

Schr Cynthia Jane, Gardiner, Elizabethport for Providence.

BELOW.

Bark Linnea (Nor), Barth, from Hamburg April 30.
Bark Lincoln (Aus), Gerolomich, from Havre April 5.

CLEARED.

Steamer Montana (Br), Beddoe, Liverpool via Queenstown—Williams & Guion.

Steamer Pereire (Fr), Daure, Havre—Louis de Bebian.

Steamer Wyanoke, Couch, Norfolk, City Point and Richmond—Old Dominion Steamship Co.

Steamer Martha Stevens, Chance, Baltimore—Wm Daloell.

Steamer A C Stimers, Warren, Philadelphia—James Hand.

Steamer General Whitney, Hallett, Boston—H F Dimock.

Ship St Joseph, Fales, Havre—Boyd & Hincken.

Bark Johan Hansen (Nor), Andersen, Gloucester, E—Funch, Edye & Co.

Bark Giuseppe de Abundo (Ital), Newcastle, E—Funch, Edye & Co.

Bark Deveti Dubrovacki (Aus), Supor, Dublin—Funch, Edye & Co.

Bark G de Zaldo, Miller, Cardenas—Waydell & Co.

Brig Eliche (Br), Lindsay, Laguayra and Porto Cabello—Dalziel, Bulton & Co.

Brig Curacoa (Br), Faulkner, Curacoa—Joseph Foulke's Sons.

Brig Harry Davies (Br), Yates, Curacoa—D A De Lima.

Brig T H A Pitt (Br), Outerbridge, Bermuda Jones & Lough.

Brig Ellen M Mitchell, Eaton, Shulee, NS—Wilson Godfrey.

Brig Matilda Buck (Br), Buck, Rockland, NB—P I Novius & Son.

Schr Potosi, Stevens, Port Natal (Africa)—W H Crossway & Bro.

Schr Eva C Yates, Yates, Ceara (Brazil)—Burdett & Pond.

Schr Flora Condon, French, Ceara—Alvah Mudgett.

Schr Hattie Haskell, Cassidy, St Thomas and San Blas—Penlston & Co.

Schr Mary C Decker, Nelson, Nassau, NP—B J Wenberg & Co.

Schr S W Bunnell, Bunnell, Philadelphia—Slaght, Bailey & Co.

Schr Alexander Harding, McBride, Port Johnson—A Dayton & Co.

Schr Annie Brown (Br), Curry, Newark—D R De Wolf & Co.

Schr Lizzie Lee, Stubbs, Ellsworth, Me—Brett, Son & Co.

Schr Lucinia, Crockett, Portsmouth, NH—H P Brown & Co.

Schr Robert Foster, Robinson, Boston—Charles Twing.

Schr Wm H Brown, Jackson, Providence—J C Roberts.

Schr Henry, Satterly, New Haven—Van Brunt & Overton.

Schr Dart, Campbell, Stamford—Stamford Manufacturing Co.

Schr Ida Palmer, Palmer, Stamford—Stamford Manufacturing Co.

☞ The Custom House will be open on the 30th of May from 9 to 10 AM for the entrance and clearance of vessels only.

SAILED.

Steamers Montana (Br), for Liverpool; Wyanoke, Richmond, &c; ships Cornelius Grinnell, London; Barbarossa (Ger), Bremen; barks Beatrice Havener, Rangoon and Penang; Anstar (Nor), Stralsund; Janet Forbes (Br), Queenstown or Falmouth; brig Medina (Br), Dundalk.

Also sailed, bark Granit (Nor), for London.

MARITIME MISCELLANY.

Capt W H P Hains, of the Cunard steamer Scythia, from Liverpool, and Capt A Ritchie, of the steamer Elysia, hence at London, have our thanks for special meteorological observations made in connection with the HERALD Weather Service.

STEAMER JOHN P BEST (Belg), from New York for Havre, before reported with cargo shifted, &c, encountered a hurricane on the 19th inst, during which 87 head of cattle were washed overboard, lost part of rails, skylight and sails, had cabin filled with water and at one time 11 ft of water in the engine room. She put into Philadelphia on the 28th, where she will repair and proceed.

STEAMER GLENLOGAN (Br), from Rio Janeiro for New York, put into Bermuda May 21 short of coal.

STEAMER MINNIE WALKS, owned by Nickerson & Co, of Hodgson's Mills, caught fire while on the ways at Boothbay on Saturday night and was damaged $1,500 worth.

BRIG ORTOLAN, from Philadelphia, at Havana May 21, reports lost 16,000 feet of lumber off deck during rough weather on the voyage.

SCHR COMMERCE, from Baracoa for Boston, ashore on Nantucket, remained in the same position on the 28th, she sits upright, leaks but little, and is favorably situated, provided the weather remains moderate. Heavy anchors have been placed, and the cargo has been landed and carried to Nantucket. The ripe fruit has been sold, and the balance will be sent to Wood's Holl for transhipment to Boston. Capt Doggett, of Vineyard Haven, has contracted to float the vessel.

SCHR MINNONETTE, belonging to the United States Lighthouse Department, before reported as sunk on Stratford Shoal, Long Island Sound, and subsequently raised, has been entirely rebuilt on Carli's ways, City Island—new rigged, had new sails and was being coppered May 28. She will sail for Staten Island about June 1st, in charge of Captain G. M. Hunter.

SCHR CHARLES E MORRISON, from Richmond, Me, for Baltimore, arrived at Boston May 28 and reports: 27th, Highland Light, Cape Cod, bearing west 40 miles, was run into by schr Fred Walton, from Providence for Boston. The former lost jibboom, bowsprit and cut head; the latter lost a portion of her head gear.

SCHR ABBIE J, of Nantucket, now lying at Marion, has been sold to Capt Joseph Blankinship and Capt Russell Gray, of Marion, to be employed in the fishing and coasting business.

SCHR JULIA WOOD, wrecked at Lockeport, NS, a short time since, was sold at auction on the 15th inst for $300, without spars or sails, to Mr Jacob Locke.

SCHR POCASSET, Rocket, at Quincy Point 28th, from Philadelphia carried away foremast off Abscecom, NJ. It took her six days to work into port. Will discharge and proceed to Boston for repairs.

SCHR ELLA RICH, of Manchester, with a cargo of stone from Boston for Albany, went ashore yesterday on Chatham Bar. She remained tight and was expected off next tide.

EDGARTOWN, May 25.—British schr Harvard Holder, before reported at this port, lost her sails and was knocked down in the late gale; will repair at the expense of about $200.

May 26—Arrived, revenue cutter Gallatin, Gabrielson, having in tow schr Union, before reported sunk and abandoned; both masts gone, most of deck load lost; vessel badly split open and will not probably be worth repairing. It was previously reported that she was broken up.

NEW ORLEANS, May 28—A schooner or sloop, name unknown, has been wrecked to the westward of Breton Island. She has black and white spots on her keel.

VINAL HAVEN, May 28.—The schr Aurora Borealis (Br), from St John for New York, reports that on the 23d inst, about six miles east southeast from Mosapec Light, the mate, George Kane, of St John, was knocked overboard by the foresoom and drowned. Mr Kane was 33 years of age and leaves a wife at St John.

LAUNCHED—Steamtug Jose Gen Gaipo, 51 feet long, 17 feet beam and 4 feet 7 inches in depth, was launched at Wilmington, Del, May 25. She was built for parties in Havana, and is intended for local use in that port.

At Bath, May 25, by Messrs. Sawyer & Packard, ferryboat City of Lynn, 350 tons, for the use of the Revere Beach and Lynn Railroad in Boston harbor.

NOTICE TO MARINERS.

SHIP ISLAND LIGHT.

WASHINGTON, May 28—Notice is given by the Lighthouse Board, that on the 1st of July, 1878, the color of Ship Island light, Gulf of Mexico, will be changed from fixed white to fixed red.

The bar at the entrance to the harbor of Jacksonville, always a shoal one, has so filled up of late that it is difficult for vessels drawing nine or ten feet of water to get in or out at high water, a number of light-draft schrs, built expressly for that trade, having been lately detained there several weeks, unable to get out.

WHALEMEN.

Arrived at New Bedford 27th, schr Caleb Eaton, Cobb, Boston to fit for whaling.

Also arrived at New Bedford May 27, bark General Scott, Robbins, Atlantic ocean; 4 Helena, March 23, with 375 bbls sp oil and 8 bbls wh oil; sent home on the voyage 600 bbls sp oil; has been 21 days N of Bermuda, and experienced heavy NE to NW winds; reports spoke April 21, lat 13 20 N, lon 44 30 W, schr William A Crozier, Roberts, of Provincetown, with 250 bbls sp oil all told; 24th, lat 14 N, lon 46 W, brig Eudice H Adams, West, NB, with 320 sp. bound to Barbadoes; the E H Adams reports April 5, no lat, &c, bark Attleboro, Howland, NB, 100 bbls sp oil; schr Union, Raynard, Westport, 16 bbls sp oil; brig Frances A Barstow, Reed, NB, with 300 bbls sp oil; schr Franklin, Sprague, do, with 20 bbls oil this season; April 12, bark Hadley, Edwards, do, with 200 bbls sp and 30 do wh oil; April 18 brig Varnum H Hill, Baxter, do, with 300 do sp oil; April 20, bark A E Tucker, Baker, do, with 40 bbls sp oil this season; Janet, Gartland, do, with 325 bbls sp oil all told; schr William Wilson, Barstow, of Marion, with 70 bbls sp oil all told. The General Scott is to be fitted immediately for Greenland under command of Capt Anthony, late of bark Catalpa.

Arrived at St Michaels, May 2, schr Carrie W Clark, Marshall, of Provincetown (oil not reported).

Arrived at Fayal 14th inst, bark E B Phillips, Francis, NB, with 700 bbls sp oil all told.

Sailed from Bermuda May 19, schr Helen M Simmons, Atkins, to cruise.

At Montevideo April 23, barks Europa, Penniman, and George & Susan, Colson, NB, discharging oil.

SPOKEN.

Ship Gold Hunter, Freeman, from New York for Shanghai, 13 days out, all well, May 4, no lat, &c (by bark E S Phillips, whaler, at Fayal May 14).

Ship Hindostan (Br), Peters, from Calcutta for Trinidad and New York, March 31, lat 6 S, lon 86 ½.

Ship Red Jacket (Br), Biglan, from Genoa for Quebec, May 9, 6 miles E of Gibraltar.

Bark W I Whiting (Br), Greves, from West Hartlepool for Baltimore, May 7, lat "17," lon 17.

Bark Formosa, Pierce, from New York for Buenos Ayres, April 19, lat 30 25 N, lon 35 33 W.

Bark Olivia (Br), Lewis, from Gloucester for Quebec, May 7, lat 43, lon 38.

Bark I W Oliver, of Annapolis, NS, from Liverpool for St John, NB, May 10, lat 48, lon 29.

Bark Haavand (Nor), from Bordeaux for Baltimore, May 11, lat 47, lon 15.

Bark Geo Walker (Br), from Baltimore for Sunderland, May 23, lat 38, lon 33 58.

Bark Woodside, Montgomery, from Portland for Buenos Ayres, May 17, lat 42 05, lon 67 30.

Brig Black Swan, steering NE, May 25, off Santaky Head.

Brig Corsair (Br), Gibbs, from Bull River for Bristol, May 6, lat 42, lon 55.

Brig Stockton, Allen, from Philadelphia for Alexandria, E, May 21, lat 38 42, lon 73.

Schr San Juan, Noble, from New York for Orchilla, May 11, lat 26 22, lon 70 40.

An English yacht bound W, showing red flag with white cross, May 27, lat 40, lon 68.

OUR CABLE SHIPPING NEWS.

ANTWERP, May 28—Arrived, ship Oasis, Lord, Pabellon de Pica.

Sailed 27th, bark Sestl Dubrovacki (Aus), Pendo, New York.

AMSTERDAM, May 28—Arrived, ship McDougal (Br), Davis, New Orleans; bark Antoinette (Sw), Hanson, New York.

Sailed 27th, bark Eyr (Nor), New York.

ARENDAL, May 21—Arrived, barks Magdalena (Nor), Olsen, Pensacola; 23d, Brodrene (Nor), Gundersen, ——.

BRISTOL, May 27—Sailed, bark Ercole (Ital), Damora, New York; brig Francesca (Ital), Romano, do; 28th, bark Arciduca Rudolfo (Aus), Cattarinich, do.

Arrived in Kingroad 28th, bark Divico (Nor), Jorgensen, New York for Gloucester.

BREMEN, May 28—Arrived, bark Skaregrom (Nor), Amundsen, New Orleans.

Sailed 27th, ships John Rutherford (Br), O'Neal, America; barks Mercur (Nor), De Baan, Philadelphia; Thos Keller (Br), Lingley, America; Goethe (Ger), Kuhlmann, New York.

BORDEAUX, May 24—Arrived, brig Ahto (Rus), Wirpl, Baltimore.

BOLDERA, to May 28—Arrived, bark Zulema (Nor), Arntzen, New York.

CARDIFF, May 28—Sailed, ship Jean Ingelow, Tanton, Singapore (before reported sailed 16th); bark Bridgeport, Morgan, Bahia.

Arrived 25th, bark Arklow (Br), Robertson, St John, NB.

CADIZ, to May 28—Arrived, schr Lizzie Dewey, Davis, New York.

COPENHAGEN, May 23—Arrived, ship Ilos, (Nor), Taraldsen, New York; 23th, bark Alpina (Ger), Riock, do.

CRONSTADT, to May 28—Arrived, ship President (Nor), Lie, New Orleans.

DUBLIN, May 25—Arrived, bark Kentigern (Br), Nash, Baltimore.

DOVER, May 28—Sailed, bark Ardito (Au), Zambelli, New York.

DUNKIRK, May 27—Arrived, barks Antoinetta (Ital), Gazzolo, Philadelphia; Ocean (Nor), Sorensen, New