

States agents in this country could obtain no evidence against her till too late for use. The first communication made by Mr. Adams to Lord Russell on the subject of this vessel was made six days after she sailed. How can it be argued, therefore, that the British Government is responsible for her depredations, on the ground that it was guilty of negligence in letting her escape? In the case of the 'Florida,' that vessel after leaving this country was seized in the dominions of the Queen abroad, and was brought to trial, but at this time she was not a man-of-war at all. She was released by the court because no proof was forthcoming that she was even intended to become a man-of-war. The American Case describes her trial as a farce; but whether the prosecution was or was not conducted, by the Colonial authorities engaged, in a lukewarm spirit, at all events the ship entered a Confederate port, and there for the first time was fitted out for war.

The vessels made the subject of claims now for the first time were mostly blockade runners, or vessels which were unequivocally fitted out in Confederate ports, and in reference to which the theory that England is responsible for these depredations rests wholly on the hospitality they are alleged to have received in British ports. In reference to this hospitality, the charge of the United States is met by the reply that in the exercise of a strict neutrality we treated Southern and Northern vessels exactly alike. That, of course, is our offence in the estimation of the American people. We ought to have shown hospitality to the Federal ships alone, and to have assisted them in capturing Southern cruisers as pirates. But such theories, although unhappily they cannot be overlooked, and cannot therefore be described as beneath notice, are certainly beneath serious attention.

The general deduction, therefore, from a survey of the facts relating to the cruisers is this.—The only offence committed by Great Britain was that in one solitary instance during four years she failed in guarding her neutrality. Just before the 'Alabama' slipped unexpectedly away, Mr. Adams, who up to that time had merely been enabled to submit vague rumours and unsubstantial evidence against her, did certainly forward to the British Government evidence which, when examined by the law officers, was found to be sufficient to justify her detention. But the legal opinion came just a day too late. The ship had flown. In many other cases the British Government acted with great promptitude, and almost with illegal zeal for the benefit of the United States. The British Case shows:—

'That, beside the "Florida" and the "Alabama," many other ships were believed and asserted by Mr. Adams to be fitting out in British