

American firm of Fraser, Trenholm, and Co., was established at Liverpool. The American Case makes it a subject of bitter complaint against us that the firm was to all intents and purposes a branch of 'the insurgent treasury.' The complaint is childish. Could the British Government have hunted out, banished, or imprisoned private merchants trading within its territory because they did business with people with whom the United States were at war? The truth is, that the arrangements made by the Confederates for supplying money in England for any purposes connected with their interests during the war would have gone far to excuse the British Government, if it had been much less successful than on the whole it was, in guarding its neutrality. For after all, in spite of the exertions the Confederates made to circumvent our neutrality, and in spite of the weak ineffective character of the old Foreign Enlistment Act, which was the only weapon the British Government could employ against them, the only vessel which so far escaped the vigilance of this Government as to leave a British port prepared to become a Southern cruiser without going into a Southern port, and without undergoing seizure and trial, was the 'Alabama' herself. The American Case says:—

'The cruisers for whose acts the United States ask this tribunal to hold Great Britain responsible are (stating them in the order in which their cruises began), the "Sumter," the "Nashville," the "Florida," and her tenders; the "Clarence," the "Tacony," and the "Archer;" the "Alabama," and her tender the "Tuscaloosa;" the "Retribution," the "Georgia," the "Tallahassee, the "Chickamauga," and the "Shenandoah."

Some of these vessels are now heard of for the first time as the subject of claims against the British Government; and the British Case, dealing only with those vessels in reference to which claims had been advanced during the 'Alabama' correspondence, does not contain a complete account of all the ships now named. But it does contain a complete account of the four principal cruisers, and the history of the others may be gathered sufficiently for our present purpose from the American Case itself. First, let us notice the more important vessels. 'Of the four vessels in respect of which alone,' says the British Case, 'the United States have up to this time made claims against Great Britain,' two, the 'Georgia' and the 'Shenandoah,' were built as merchant ships. The 'Shenandoah' was actually employed as a merchant ship, and bought abroad for the Confederate Government. The 'Georgia,' was built at Dumbarton, was cleared for a port in the West Indies, and though she was at once taken to French waters and there equipped for war, so well was the secret of her intended character kept, that the United

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