

port. But no tangible evidence had been produced of her ownership or destination ; and it must be remembered that the building of men of war, as well as merchantmen, for foreign nations, was a regular trade which could not be stopped because the United States were at war. The *Florida* took on board her armament at Green Key, an islet near the Bahamas, and went into the Confederate port of Mobile ; whence, not from a British port, she commenced her cruise. The *Georgia* and *Shenandoah* were merchantmen, not built for war, nor in any way adapted for warlike purposes within the British Dominions. The *Alexandra* was detained, though, as appeared on the trial, the evidence against her was defective. The steam-rams *El Monassir* and *El Toussoun* were seized, and the evidence being insufficient, the Government cut the knot by purchasing the rams. The ordinary sale of vessels out of the navy was suspended, lest they should fall into Confederate hands ; and when the fleet of gun-boats procured by Captain Sherard Osborn for the Emperor of China was sold off, the British Government undertook the sale, guaranteeing the Chinese Government against loss, an operation which cost Great Britain more than half a million of dollars. Inquiry was instituted in numerous cases at the instance of Mr. Adams, and there were five prosecutions under the Foreign Enlistment Act.

Great Britain is charged with the depredations of the *Sumter* and *Nashville*, vessels fitted out from Confederate ports and manned by Confederate seamen, with which she had no more to do than with any German or French cruiser in the late war.

No privilege was ever granted to a Confederate cruiser in any British port, which was not equally granted to Federal cruisers. Nor did Great Britain stand alone in receiving these vessels, though she is singled out by American hatred as though she had. They were received in the ports of all nations alike. The first port into which the

*Alabama* went, after commencing her cruise, was the French port of Martinique, where she was welcomed with as much enthusiasm by her partisans, as in any British dependency. From a French port she came forth to her last fight. The *Florida* repaired and coaled at Brest, having been refused permission to coal at Bermuda. The *Sumter* having been allowed to put into a Dutch port, Mr. Seward addressed a threatening letter to the Dutch Government. The Dutch Government answered with spirit and found the benefit of that course.

It was a subject of deep regret to many Englishmen at the time that some of the Confederate cruisers were manned, in part, by British seamen. But the armies of the North swarmed with foreigners, many of them British subjects, and recruited in virtual, if not in technical, violation of neutrality along the Canadian border. All nations, maritime nations especially, and not least the nation of Walker and his filibusters, have among their people roving adventurers who can scarcely be deemed citizens. British sailors serving in Confederate cruisers were struck off the list of the naval reserve.

It was equally a source of sorrow to the same section of Englishmen, that British subjects were the principal blockade-runners. But where there are blockades, there will be blockade-running ; the trade was in no way sheltered or facilitated by the British Government ; and Great Britain was not bound to assist the Federals in maintaining the blockade—she was bound to abstain from doing so. An order was issued prohibiting officers in the British navy from taking part in blockade-running. The Government could do no more.

Both belligerents freely purchased arms in British markets. The Northern troops in the early part of the war were to a great extent armed with British rifles. That the British Government has ever been guilty of selling arms to a belligerent is an utter cal-