NEW PUBLICATIONS.

THE FOREIGN POLICY OF ENGLAND.

FOREIGN RELATIONS. By SPENCER WALPOLE. [The English Citizen Series.] 16mo. pp. 162. Macmillan & Co.

The scheme of this useful and interesting little book comprises a rapid historical review of the foreign policy of England from early times to the present day, and a brief explanation of the machinery of diplomacy, the duties and privileges of ambassadors, the functions of consuls, etc. Mr. Walpole has the art of summarizing events with great clearness and disengaging from a large tangle of complications the few leading facts necessary for the comprehension of his subject. His style is not correct—what could be worse for instance, than this jumble of tenses: "He would, in the first place, have liked, if he had been able to have done so, to have prevented any interference in the affairs of Spain"?—but it is simple and easy. In the process of condensation he sometimes discards too much; but we have not noticed any instances in which he is likely to lead the reader into very serious misconceptions, nor do we recall any notable obscurities in his book, except in his explanation of the distinction between ambassadors and ministers plenipotentiary, where he is both obscure and self-contradictory.

English foreign policy has been marked by great changes, and yet it would be a mistake to call it vacillating or inconsistent. Up to the close of the eighteenth century diplomatists occupied themselves with the interests of dynasties, while during the nineteenth century they have been chiefly concerned with the problem of nationalities. Before the beginning of the sixteenth century the greatest danger to England lay in the possible union between Scotland and France. Afterward, for a hundred years, England saw her interest in playing off France against the menacing progress of Spain. Her next peril was in a French and Spanish alliance, and the fear of that lasted even after the decline of Spain and the rise of Germany had introduced a new complication in Continental affairs. The theory of the balance of power was the key to British diplomacy during this long period; and as the balance shifted from side to side England strove to restore it by alliances and by intervention in this quarter or in that. That England ought to interfere in the quarrels and domestic concerns of other nations was a proposition which her statesmen did not dream of disputing. But since the close of the Napoleonic wars the principle of neutrality has been gradually winning acceptance. Under Castlereagh British foreign policy allowed the autocrats of the Continent to carry out the absolutist programme of the Holy Alliance. Under Mr. Canning it forbade the interference of autocracy in the internal affairs of other States. Under Palmerston, whose shifty and meddlesome diplomacy is described with considerable vivacity, it actively interfered—often by underhand and objectionable means—to promote the cause of constitutional progress. Finally, for the past thirty years, England has adopted, at least in Western Europe, a policy of strict neutrality. Her diplomacy in the East is governed by special considerations, and has to be treated separately. Here the doctrine of the balance of power, abandoned as impracticable in the rest of Europe, has survived in full force; and Mr. Walpole gives an instructive explanation of the manner in which British statesmen have applied it in playing off Turkey against the Russian Empire. "The two great parties in the British senate have usually approached the Eastern question from opposite standpoints. One party, of whom the first exponent was Mr. Pitt, and which has since been represented by Lord Palmerston and Lord Beaconsfield, has proposed to check the advance of Russia by rendering active assistance to the Turk. Another party, whose founder was Burke, and which has since had its most prominent spokesmen in Mr. Canning and Mr. Gladstone, has objected to render assistance to the Turk, and has endeavored to cooperate with Russia in securing the improvement of the Turkish dominions. The former of these two parties has aimed at the preservation of the Turkish Empire; the latter of them has acquiesced in the gradual division of its territories among the people who inhabit them."

The relations of Great Britain with the United States have not been governed by any fixed policy, all the diplomatic disagreements between the two countries having been occasioned by special and temporary causes. Mr. Walpole elucidates these, generally with sufficient fulness and in a spirit of impartiality. We say, generally. His account, however, of the conduct of Great Britain in the matter of the Confederate cruisers is quite inadequate, and his explanation of the "indirect claims" is far from perfect. With reference to the Alabama (the only one of the cruisers which he mentions at all), he says: "Suspicion soon fell on the vessel, and the Minister of the United States formally applied to the British Government for its detention. The British Government referred the application to the law officers, one of whom, the Queen's Advocate, happened to be seriously ill, and the case, on which an urgent opinion ought to have been given, was delayed. In the meanwhile, taking advantage of the delay, the vessel sailed on a trial trip; it is hardly necessary to add she never returned from her trial." Now on this subject the reader will find two or three interesting pages in a recent publication to which few would think of looking for information about the Alabama case, namely, the Rev. Mr. Mozley's "Oxford Reminiscences." The Queen's Advocate, Sir John D. Harding, was one of Mr. Mozley's Oriel College friends, and Mr. Mozley had some conversations with him about the Alabama, at the time of her fitting out. "I had heard on very good authority," writes the author of the "Reminiscences," "that Government complained that Harding would not give them an opinion. Meeting Harding in the streets I mentioned this. 'They won't send me a case,' he replied. As I was unacquainted with the etiquette and customs of the office I could say nothing." After the Alabama had got away, Sir John gave Mr. Mozley this extraordinary story:

He told me that he had been expecting a communication from Government, anxiously the whole week before; that the expectation had unsettled and unnerved him for other business; and that he had stayed in his chambers rather later than usual on Saturday for the chance of hearing at last from them. He had then gone to his house in the country. Returning on Monday, when he was engaged to appear in court, he found a large bundle of documents in a big envelope, without even an accompanying note, that had been dropped into his letter-box on Saturday evening. To all appearance, every letter, and every remonstrance, and every affidavit, as fast as it had arrived from Liverpool, had been piled in a pigeon-hole till 4 or 5 o'clock on Saturday, when the Minister, on taking his own departure for the country, had directed a clerk to tie up the whole heap and carry it to Doctors' Commons.

The people of the Alabama and their confederates among the authorities of Liverpool knew very well the ways of Her Majesty's Ministers, and the ship sailed accordingly early on Sunday.

The "illness" of the Queen's Advocate, to which Mr. Walpole alludes, was a mental disorder which afflicted the close of Sir John Harding's life; but Mr. Mozley declares that it was "a few weeks after" the escape of the Alabama that Harding became deranged, and to the plea which Mr. Walpole has repeated since the publication of the "Reminiscences" he makes the following emphatic reply:

I have seen it solemnly stated, and, in company with many other lies, passing into history, that the action of Government was unfortunately and unavoidably hampered and delayed by the illness—that is, the insanity—of the Queen's Advocate-General. The fact is there was not one of Her Majesty's Ministers who was not ready to jump out of his skin for joy when he heard of the escape of the Alabama, and it was they who drove poor Harding out of his mind, not he that hampered them.

It seems a pity to spoil Mr. Mozley's interesting story, but it is quite as incorrect as the statement of Mr. Walpole. The Alabama did not sail on Sunday; she left Liverpool on Tuesday, the 29th of July, 1862, and on that same day the law officers of the Crown, before whom the papers had been laid, reported to the Foreign Office their opinion that the vessel ought to be detained. From Liverpool she proceeded to Moelfra Bay, on the coast of Anglesea, and there she remained at anchor until the morning of the 31st. Forty seamen from Liverpool went down and joined her there; but the Government, which was now telegraphing to have her stopped, seemed unable to find her. So it was neither Sir John Harding's illness nor his Sunday holiday which enabled her to escape.

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L. W. FILKINS, General Passenger Agent.

Steamboats and Railroads.

ALBANY BOATS, PEOPLE'S LINE.—DREW and ST. JOHN leave Pier 41, North River, foot of Canal-st., every WEEK DAY, at 6 p. m., connecting at Albany (Sunday morning excepted) with trains North, West and East.
Excursion tickets to Albany and return, good 30 days, $2 50.
W. W. EVERETT, President.

ALBANY DAY BOATS.—Albany and C. Vibard,—Daily (Sunday excepted), leave Vestry-st. Pier 53, W. 23d-st., 9 a. m. (Brooklyn by Annex 8 a. m.) landing at Nyack Ferry, West Point, Newburg, Poughkeepsie, Rhinebeck, Catskill, Hudson. Connecting at Rhinebeck (by ferry) with 2:45 p. m. trains on Ulster & Dela. R. R. at Catskill with special train to the Catskill Mt. R. R. for the resorts of the CATSKILL MOUNTAINS, and at ALBANY with trains for the NORTH & WEST & Special Saratoga Exp.

ERIE RAILWAY now known as the NEW-YORK LAKE ERIE AND WESTERN RAILROAD. Arrangement of trains from Chambers Street Depot.
9 a. m.—Cincinnati and Chicago Day Express. Drawing-room Coaches to Buffalo and Suspension Bridge.
6 p. m. (Daily)—Fast St. Louis Express, arriving at Buffalo at 8 a. m., connecting with fast trains to the West and Southwest. Pullman's best Drawing-room Sleeping Coaches to Buffalo.
7 p. m. (Daily)—Pacific Express for the West. Sleeping Coaches through to Buffalo, Niagara Falls, Cincinnati and Chicago without change. Hotel coaches through to Chicago.
7:10 p. m.—Emigrant train for the West.
Rutherford and Passaic, 7, 7:30, 7:50, 9:10, 10:20 a. m., 12 noon, 1:45, 3, 5:30, 4:14, 5:10, 5:30, 6:10, 6:50, 7:11, 8, 10:30 p. m. Sundays, 7:30, 9:10, 10:20 a. m., 1:45, 6:30, 12 midnight.
Paterson, 6, 7:20, 7:50, 9:30, 10:20 a. m., 12 noon, 1:45, 3, 3:50, 4:10, 5, 5:10, 5:30, 6:10, 6:50, 7:11, 8, 10:30 p. m. and 12 Rodbridge. Sundays, 6, 8:30, 10:20 a. m., 1:45, 6:30, 12 midnight.
Newark and Paterson via Newark, 6:45, 8:40, 11:30 a. m., 3:10, 4:20, 5:20, 6:10, 7:30, p. m., and 12 midnight saturday nights only. Sundays, 9:15 a. m., 3:10, 6:20 p. m.
Suburban, 6, 7:5, 8:20, 10:20 a. m., 1:45, 3:50, 5, 6:10, 7:15 p. m. and 12 midnight. Sundays, 8, 8:30, 10:20 a. m., 1:45, 6:30 p. m. and 12 midnight.
Newburgh and Cornwall, 7:50, 9 a. m., 3:40, 4:30 p. m. Sunday, 8:30 a. m.
Rondout and Kingston, 9 a. m., 3:40 p. m. Sundays 8:30 a. m.
Goshen, 6, 7:50, 9, 10:20, a. m., 3:40, 4:30, 6, 7, 7:15 p. m. Sundays, 6, 8:30, 10:20 a. m., 4:30, 7 p. m.
Middletown, 7:50, 9, 10:20 a. m., 3:40, 4:30, 7, 7:15, 11 p. m. Sundays, 8:30, 10:20 a. m., 4:30, 7 p. m. Tuxedo, 9 a. m. and 4:30 p. m. trains connect at Middletown Railroad at Maybrook.
Port Jervis, 6:35, 9, 10:20 a. m., 4:30, 6, 7, 7:15 p. m. Sundays, 8:30, 10:20 a. m., 6, 6:30 and 7 p. m.
Boats leave 23d-st. quarter of and quarter after each hour from 6:15 a. m. to 6:45 p. m. and at 10:15 and 11:45 p. m.
Tickets for passage and for apartments in Drawing-room and Sleeping Coaches can be secured at the office, and orders for the checking of baggage and for baggage may be left at the Company's Offices, Nos. 241, 461 or 957 Broadway, 187 West-st., N. Y., No. 2 Courtlandt, Brooklyn, or at the Company's Depots.
Emigrant Agency, No. 5 Battery-place.
Express Trains from the West arrive in New-York at 7:25 and 11:55 a. m. and 11:45 p. m.
JNO. N. ABBOTT, Gen'l Pass'r Agent, New-York.

NORTHERN RAILROAD OF NEW-JERSEY.
Trains leave for Englewood, Closter, Piermont and Nyack, 8:00, 10 a. m., 1, 3, 4, 4:30, 5:20, 6:40, 8:30, p. m. Leave Piermont, Sundays, 9 a. m. and 6:45 p. m.
Nanuet, Spring Valley and Monsey, 10 a. m., 4:50 p. m. Sundays, 9 a. m.
A. N. ABBOTT, Gen'l Pass'r Agent, New-York.

FOR BRIDGEPORT and all points on HOUSATONIC and NAUGATUCK RAILROADS—Steamers leave foot of Barclay-st. at 4:30 p. m., 30 and 34 North River, 5:15 p. m. Fare lower than by any other route.

FOR BOSTON—THE LATEST TRAIN with Pullman Sleepers via N. Y., N. H. and H. R. R., leaves Grand Central Depot at 11:35 a. m. week days. Get tickets via New-York and New-England Railroad, at Grand Central Depot and principal offices.

FOR RONDOUT, KINGSTON and CATSKILL MOUNTAINS.—Leave at Cranston's Landing (West Point, Cornwall, Newburg, Marlboro, Milton, Poughkeepsie, Esopus, connecting with Hotel and Railway and Stony Clove Railroad. Steamboats City of Catskill and James W. Baldwin leave daily at 5 p. m. foot of Harrison-st., North River, except saturdays, when the Catskill will leave at 1 p. m. Connections with evening train for Summer Resorts through the Catskill Mountains.

LEHIGH VALLEY RAILROAD.—Passenger trains on and after May 15, 1882, will leave depots foot of Cortlandt and Desbrosses-sts. at 8:10 a. m., 3:30 and 12:00 p. m. for Nazareth, Easton, Bethlehem, Reading, Pottsville, Harrisburg, Williamsport, Tamaqua, Wilkesbarre, Hazleton, Mauch Chunk, Allentown and the West and Northwest. Pullman through sleepers run daily. Trains at 1 p. m. for Easton, Bethlehem, Allentown, Reading, Mauch Chunk, Wilkesbarre and Pittston. Local trains at 7 a. m. for Easton, Bethlehem and Allentown.
Trains leaving at 8:10 a. m. and 1 p. m. connect for all points in Mahanoy and Hazleton coal regions. Smoker train for coal for Mauch Chunk, 8:10 a. m. Leave Mauch Chunk at 4 p. m.
General Eastern office, corner of Church and Cortlandt-sts.
E. B. WYNGOOP, G. P. A.

NEW-YORK CENTRAL AND HUDSON RIVER RAILROAD.—Commencing June 24, 1882 through trains will leave Grand Central Depot:
7 a. m., Western and Northern Express to Rochester and Niagara Falls (via Central Vermont R. R.), with drawing-room car to Niagara Falls and Buffalo, and Saratoga Sleeper.
8:40 a. m., Special Express for Chicago, daily, stopping only at Albany, Syracuse, Rochester, Buffalo, Erie, Cleveland and Toledo.
9 a. m., Saratoga Special, drawing-room car to Lake George and Mountains.
10:30 a. m., Chicago Express, drawing-room cars to Canandaigua, Rochester and Buffalo, also to Clifton Springs.
11 a. m., to Albany and troy, with connection to Utica, Saratoga, Glens Falls, Lake George and Burlington.
4:30 p. m., Saratoga special, arrives 9 p. m. Trains to Lake George and Mountains.
4 p. m., Accommodation to Albany and Troy.
6 p. m., St. Louis Express, with sleeping cars for St. Louis, passing through every day in the week, also Niagara Falls, Buffalo and Toledo.
6:30 p. m., Express, with sleeping cars to Syracuse and to Albany (except on Sunday).
9 p. m., Pacific Express, daily, with sleepers for Rochester, Buffalo, Cleveland, Toledo, Detroit, Chicago and Clayton.
11 p. m., Night Express, with sleeping cars to Albany and Troy.
Tickets on sale at No. 5 Bowling Green, 229 and 413 Broadway, and at Westcott's Express Offices, 2 Park-place and 785 and 942 Broadway, New-York, and 353 Washington-st., Brooklyn. J. M. TOUCEY, Gen. Supt., C. E. MERRILL, Gen. Passenger Agent.

NORWICH LINE
To Boston, Worcester, Nashua, Portland and the East.
The low iron steamer
CITY OF WORCESTER,
Whose exception the most elegant one of the Sound, and the favorite CITY OF NORWICH, leave Pier No. 40, North River, foot of Warren-st., next pier above Desbr