OUR RELATIONS WITH ENGLAND.

More of Secretary Seward's Correspondence.

Remonstrance Relative to the Destruction of the Jacob Bell by the Florida

Minister Adams Despairs of Convincing Earl Russell as to the True Meaning of the Word "Neutrality."

Secretary Seward Insists Upon Great Britain Paying for Damages Inflicted by the Alabama.

The Whole Naval Force of the United States to be Arrayed Against Great Britain, &c., &c., &c.

We have received another batch of extracts from the voluminous diplomatic correspondence of Secretary Seward and his Ministers abroad. The majority of these extracts are dated November and December, 1862, and refer to the operations of the "290," or Alabama. The subject is well known to our readers, and having lost its interest so far back as these dates, we refrain from filling our columns with such stale matter.

THE ALABAMA'S PIRACIES TO BE PAID FOR.
MR. SEWARD TO MR. ADAMS.

DEPARTMENT OF STATE, WASHINGTON, Feb. 19, 1863.

SIR—Your despatch of the 24th of January (No. 310) has been received, together with the copy of the correspondence which has recently passed between yourself and Earl Russell on the subject of the Alabama, or 290. Your reply to his lordship is approved, and it seems only necessary, so far as that particular case is concerned, to repeat what was said in effect, in my instruction No. 454, that this government does not think itself bound in justice to relinquish its claim for redress for the injuries which have resulted from the fitting out and despatch of the Alabama in a British port.

This government is very desirous to avert occasions of irritation and complaint, which necessarily tend to produce alienation between even the most friendly Powers. And it is more especially inclined to this policy in its intercourse with Great Britain. The President is therefore hopeful that her Majesty's government will act upon the idea of which an intimation has been given by Earl Russell, namely, of proposing some amendments to the foreign enlistment acts of the two countries. You may, perhaps, mention the subject to Earl Russell, informally, with some advantage.

* * * WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

DESTRUCTION OF THE JACOB BELL.
MR. SEWARD TO MR. ADAMS.

DEPARTMENT OF STATE, WASHINGTON, March 9, 1863.

SIR—The recent capture and destruction of the Jacob Bell, with her cargo, valued at one and a half million, by the piratical steam vessel the Florida, fitted out and despatched from Liverpool, is regarded by the merchants in our seaports as indicating nothing less than a destruction of our national navigating interest, unless that calamity can be prevented by either the enforcement of the neutrality law of Great Britain, or the employment of an adequate force under commissions of marque and reprisal. Congress has conferred upon the President ample power for the execution of the latter measure, and the necessary arrangements for it are now engaging the attention of the proper departments. It is not without great reluctance that the President is coming to the adoption of that policy. But the preservation of the national life is a supreme necessity; and if there shall be no improvement in the condition of things to which I have adverted the voice of the nation for the adoption of this last form of maritime war is likely to become unanimous and exacting. The President thinks the emergency sufficiently grave to justify me in asking you to seek, with as little delay as may be convenient, an interview with Earl Russell, in which you will confidentially make known to him the exact condition of affairs in the respect mentioned, and submit for his lordship's consideration the inquiry whether her Majesty's government cannot think it proper and possible to secure the adoption of some means to prevent effectually the further armament, equipment and despatch of hostile vessels in British ports for the destruction of American commerce. The argument, as it is put in American commercial circles, is, that war is carried on against the United States by forces levied and despatched from the British Islands, while the United States are at peace with Great Britain. Though we may regard this statement of the case as extravagant, if not altogether erroneous, it cannot be concealed that it has sufficient appearance of truth on this side of the ocean to render it necessary to protect our commerce by employing every possible means of defence. It is hardly necessary to say that the government of the United States means, in adopting this course, anything else rather than a demonstration upon the sentiment or sensibilities of Great Britain. It seeks only, in a calm and confidential, though earnest, manner, to prevent an alienation between the two countries, which must be deeply disastrous to both, while it would grieve and afflict the friends of constitutional government, of freedom and humanity throughout the world. We have thought that we were securing a more considerate view of our rights in the councils of the British government, with the consent of the British nation. We are, therefore, more earnestly and sincerely than ever before desirous to avoid new embarrassments with Great Britain. Her Majesty's government will do us great injustice if they do not understand us as speaking solely under the influence of these just and generous sentiments.

I am, sir, your obedient servant,
WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

BRITISH IDEAS OF NEUTRALITY.
MR. ADAMS TO LORD RUSSELL.

LEGATION OF THE UNITED STATES, LONDON, March 14, 1863.

MY LORD—I have the honor to acknowledge the reception of your lordship's note of the 9th inst., in response to mine of the 9th ult., which laid before you copies of intercepted correspondence, "going," as I alleged, "to show a deliberate attempt to establish within the limits of this kingdom a system of action in direct hostility to the government of the United States." Your lordship observes that this correspondence does not appear to her Majesty's government to contain any sufficient evidence of the allegation.

I beg leave only to suggest that *if a direct appointment of an agent to establish himself in Great Britain for the purpose of making contracts for the construction and equipment of six iron-clad steamers, to be used in warring upon the United States; if the direct nomination of a British subject to act as resident agent for the raising of money to be used in payment of all this warlike outfit, and if the proposed establishment of naval officers in Great Britain for the purpose of superintending and constructing vessels built to cut up the commerce of the United States do not show "a deliberate attempt to establish within the limits of this kingdom a system of action in direct hostility to the government of the United States," then must I despair of ever being able to convince your lordship of the possibility of any violation of the neutrality of her Majesty's territory short of a direct attack upon a vessel of the United States within the limits of her jurisdiction.*

It is not without profound regret that I shall do myself the honor to transmit a copy of your lordship's note for the consideration of my government. I need not say that the conviction is very general in the United States that the war has been continued and sustained by the insurgents for many months past mainly by the co-operation and assistance obtained from British subjects in her Majesty's kingdom and dependencies. That this impression has not been founded upon limited evidence, I think I may affirm on the strength of the many papers which I have heretofore had the honor to submit to your lordship's consideration. Having thus far found her Majesty's government unfortunately confessing itself without the power to take the necessary steps to interpose effective obstacles to the prosecution of this system of warfare, notoriously established in some of the ports of the kingdom, I shall abstain for the future from adding, through the failure of representations on my part, to the irritation which this state of things is very naturally aggravating among my countrymen.

Should my government furnish me with instructions to renew the subject, I shall do myself the honor to lay them before your lordship at the earliest moment.

I pray your lordship to accept the assurances of the highest consideration with which I have the honor to be, my lord, your most obedient servant,
CHARLES FRANCIS ADAMS.

Right Hon. Earl RUSSELL, &c., &c., &c.

EARL RUSSELL TO MR. ADAMS.

FOREIGN OFFICE, April 2, 1863.

SIR—Her Majesty's government have not failed to consider, with the attention it deserved, the letter which you addressed to me on the 14th ultimo, in reply to my letter of the 9th ultimo, on the subject of the intercepted correspondence which you had alleged went to show a deliberate attempt to establish within the limits of the United Kingdom a system of action in direct hostility to the government of the United States.

I have now the honor to observe to you that, while you withhold your acquiescence in the opinion expressed by me of that correspondence, and state that you shall transmit a copy of my note, with profound regret, to your government, you, nevertheless, do not controvert the principal positions assumed in that note.

You do not deny, first, that it is lawful for her Majesty's subjects to lend money on securities, or otherwise, to either belligerent, or, secondly, that it is also lawful to sell, to either belligerent, munitions of war.

Upon this subject I beg to call to your notice that no longer ago than the 20th of last November, in answer to the remonstrance of Mexico against an alleged organized system in the United States of aiding France in the war in which she is engaged with that republic, but in which the United States are neutral, Mr. Seward replied by this, among other citations:—

[After quoting from Mr. Webster's despatch to Mr. Thompson, Earl Russell proceeds]—

It seems clear, on the principle enunciated in these authorities, that, except on the ground of any proved violation of the Foreign Enlistment act, her Majesty's government cannot interfere with commercial dealings between British subjects and the so-styled Confederate States, whether the subject of these dealings be money or contraband goods, or even ships for warlike purposes.

MR. ADAMS TO EARL RUSSELL.

LEGATION OF THE UNITED STATES, LONDON, April 6, 1863.

* * * I have given to all the passages presented by your lordship the same profound attention which I habitually pay to everything from the same source. I cannot, however, perceive that they have any effect in disturbing the positions which have been heretofore assumed by myself. The sale and transfer, by a neutral, of arms, of munitions of war, and even of vessels of war, to a belligerent country, not subject to blockade at the time, as a purely commercial transaction is decided by these authorities not to be unlawful. They go not a step further, and precisely to that extent I have myself taken no exception to the doctrine.

But the case is changed when a belligerent is shown to be taking measures to establish a system of operations in a neutral country, with the intent to carry on a war from its ports, much in the same way that it would do, if it could, from its own territory, when it appoints agents, residing in that country, for the purpose of borrowing money to be applied to the fitting out of hostile armaments in those very ports, and when it appoints and sends out agents to superintend in these ports the constructing, equipping and arming of ships of war, as well as the enlisting of the subjects of the neutral country, to issue forth for the purpose of carrying on hostilities on the ocean.

These are the points to which I desire to call your lordship's attention in the intercepted despatches. I affirmed that they went to show a system of operations to the extent thus designated. I did not affirm that they absolutely proved the fact. But I did mean to be understood as affirming them to furnish strong corroborative evidence to sustain all other proofs which I have been in the practice of laying before your lordship for a long time past of the abuses made of her Majesty's neutral territory for the conduct of the war directly from her ports, without the intervention of time even for the vessels to gain the semblance of a national character. * *

THE COTTON LOAN.
MR. SEWARD TO MR. ADAMS.

DEPARTMENT OF STATE, WASHINGTON, April 10, 1863.

* * * This government has heard with surprise and regret that a loan has been made in London to the insurgents, with conditions of security and payment openly hostile to the United States, and it has good reasons for assuming that most or all of the moneys thus loaned are paid to British subjects residing in Great Britain for advances in money, labor, arms, military stores and supplies used in fitting out those hostile expeditions, in violation of the Queen's proclamation and of the enlistment acts of Great Britain, as well as of treaties and the law of nations. The President does not for a moment believe that her Majesty's government have lent or will lend any sanction or approval to these proceedings of her Majesty's subjects; but he regrets that he is unable to perceive that any part of those transactions, so inimical to the United States, and apparently so universally known in Great Britain, have arrested the attention of her Majesty's government, or encountered any opposition, or even any manifestation of its disapprobation or censure.

The loan made by European capitalists is a direct engagement with the armed insurgents who have assumed to control, supply and deliver cotton for the reimbursement of the money advanced, with interest. *You will give notice to Earl Russell that this transaction necessarily brings to an end all concessions, of whatever form, that have been made by this government for mitigating or alleviating the rigor of the blockade in regard to the shipment of cotton and tobacco. Nor will any title of any person, whether citizen of the United States or subject of a foreign Power, to any cotton or merchandise, which title is derived from or through any pretended insurgent authority or other agent hostile to the United States be respected by this government.*

It would be to evince a want of frankness and good faith if we should fail to inform Great Britain that in this country the proceedings to which I have referred have come to be regarded, equally by the people and the government, *as tending to complicate the relations between the two countries in such a manner as to render it difficult, if not altogether impossible, to maintain and preserve friendship between them*—a result which the President believes is as far from being desired by Great Britain as it is from being the policy or the wish of the United States. After the resort to the courts of the United Kingdom which the President has specially authorized as a sequel to the anticipations and remonstrance which you have made, thus far without any effective result, this government is not aware of any other measures remaining within its power to arrest the tendency I have described and to avert the calamities I have deprecated. If it be in the power of the British government to suggest anything further that it may be thought possible and proper for the United States to do with that view, the suggestion will be received and considered with the utmost candor and respect.

You will, in such manner as shall seem most proper, bring these views to the knowledge of her Majesty's government.

THE FITTING OUT OF THE ALEXANDRA.
MR. SEWARD TO MR. ADAMS.

DEPARTMENT OF STATE, WASHINGTON, July 11, 1863.

SIR—Your despatch of the 26th of June (No. 438) has been received, together with three paper books containing a report of the trial of the Alexandra.

* * * * * * *

If the law of Great Britain must be left without amendment, and be construed by the government in conformity with the rulings of the Chief Baron of the Exchequer, then *there will be left for the United States no alternative but to protect themselves and their commerce against armed cruisers proceeding from British ports as against the naval forces of a public enemy; and also to claim and insist upon indemnities for the injuries which all such expeditions have hitherto committed or shall hereafter commit against this government and the citizens of the United States. To this end this government is now preparing a naval force with the utmost vigor; and if the national navy, which it is rapidly creating, shall not be sufficient for the emergency, then the United States must bring into employment such private armed naval forces as the mercantile marine shall afford.* British ports, domestic as well as colonial, are now open, under certain restrictions, to the visits of piratical vessels, and not only furnish them with coals, provisions and repairs, but even receive their prizes. Officers when the enemies of the United States come in to obtain such relief from voyages in which they have either burned ships which they have captured, or have even manned and armed them as pirates and sent them abroad as auxiliaries in the work of destruction. Can it be an occasion for either surprise or complaint that if this condition of things is to remain and receive the deliberate sanction of the British government, *the navy of the United States will receive instructions to pursue these enemies into the ports which thus, in violation of the law of nations and the obligations of neutrality, become harbors for the pirates?* The President very distinctly perceives the risks and hazards which a naval conflict thus maintained will bring to the commerce and even to the peace of the two countries. But he is obliged to consider that in the case supposed the destruction of our commerce will probably amount to a *naval war waged by a portion, at least, of the British nation again t the government and people of the United States—a war tolerated, although not declared or avowed, by the British government.* If, through the necessary employment of all our means of national defence, such a partial war shall become a general one between the two nations, the President thinks that the responsibility for that painful result will not fall upon the United States.

In stating thus frankly the views of this government, it is proper for me to add that it is not the President's purpose to resort to the extraordinary measures of defence to which I have referred, unless they shall be rendered necessary by a final decision of the British government that it cannot and will not interfere to restrain the hostilities which are now apprehended; nor will I allow myself to suppose that her Majesty's government will for a moment conceive that anything I have written upon this point is written in a spirit of mere demonstration; on the contrary, while the pacific and friendly disposition of her Britannic Majesty's government is fully appreciated and relied upon, it is well understood that that government is the last one in the world to yield to vehemence what cannot be conceded in equity and justice. So, on the other hand, it ought to be understood that the United States, if they could ever be presumptuous, are sufficiently chastened already by the scourge of civil war to seek peace and friendship with Great Britain and all other nations through any concession that is compatible with the permanent interests of national life and honor.

* * * * * * *

I am, sir, your obedient servant,
WILLIAM H. SEWARD.

CHARLES FRANCIS ADAMS, Esq., &c., &c., &c.

LAIRD'S RAMS.
MR. ADAMS TO EARL RUSSELL.

LEGATION OF THE UNITED STATES, LONDON, Sept. 3, 1863.

MY LORD—I have the honor to transmit copies of further depositions relating to the launching and other preparation of the second of the two vessels-of-war from the yard of Messrs. Laird, at Birkenhead, concerning which it has already been my disagreeable duty to make most serious representations to her Majesty's government.

I believe there is not any reasonable ground for doubt that these vessels, if permitted to leave the port of Liverpool, will be at once employed to the object of carrying on war against the United States of America. I have taken the necessary measures in the proper quarters to ascertain the truth of the respective statements current here, that they are intended for the use of the government of France or for the Pacha of Egypt, and have found both without foundation. At this moment neither of those Powers appears to have occasion to use concealment or equivocation in regard to its intentions, had it any in obtaining such ships. In the notes which I have the honor to address to your lordship on the 11th of July and 14th of August, I believe I stated the importance attached by my government to the decision involved in this case with sufficient distinctness. Since that date I have had the opportunity to receive from the United States a full approbation of its contents. At the same time, I feel it my painful duty to make known to your lordship that, in some respects, it has fallen short in expressing the earnestness with which I have been, in the interval, directed to describe the grave nature of the situation in which both countries must be placed in the event of an act of aggression committed against the government and people of the United States by either of these formidable vessels.

I pray your lordship to accept the assurances of the highest consideration with which I have the honor to be, my lord, your most obedient servant,
CHARLES FRANCIS ADAMS.

Right Honorable EARL RUSSELL, &c., &c.

EARL RUSSELL TO MR. ADAMS.

FOREIGN OFFICE, Sept. 5, 1863.

Lord Russell presents his compliments to Mr. Adams, and has the honor to inform him that instructions have been issued which will prevent the departure of the two iron-clad vessels from Liverpool.

ONE-SIDED NEUTRALITY.
MR. ADAMS TO LORD RUSSELL.

LEGATION OF THE UNITED STATES, LONDON, July 11, 1863.

MY LORD—It is with unaffected regret that I perform the duty incumbent on me, as the representative of the government of the United States at Liverpool, and of four depositions, all intended to show a determined perseverance in the same acts of hostility at the port of Liverpool which have formed the subject of my remonstrances almost from the day I had the honor first to occupy this post.

In many preceding communications I have endeavored to set forth the facts which appear to me to prove, beyond the possibility of a doubt, the establishment on the part of the insurgents in the United States of *a systematic plan of warfare upon the people of the United States, carried on from the port of Liverpool as well as in less degree from other ports* in this kingdom. In this policy the persons who have been sent out and have acted as agents have received the aid and effective co-operation of numbers of her Majesty's subjects. The results of this conduct have been felt in despatch of numbers of steam vessels laden with arms and munitions of war of every description, together with other supplies, well adapted to procrastinate the struggle with the purpose of breaking a blockade legitimately established and fully recognized by her Majesty in the proclamation issued by her forbidding all such acts.

It is needless to point to your Lordship how exclusively this business has been carried on by British subjects in British vessels, and how much the burthen of war has been increased by the necessity of maintaining a corresponding naval force on the ocean in order to suppress it. Not yet will I enlarge upon the use to which *the British islands of Bermuda and New Providence have been put by British subjects, as convenient points for the storing of all these supplies, to the end that they may be more easily despatched to their illegal destination.*

Thus it is manifest that all of those things denominated the sinews of war, to wit, men and money, ships, arms, gunpowder and supplies have been continually furnished by her Majesty's subjects almost from the beginning of the conflict. A war has thus been practically conducted by a portion of the people against a government with which her Majesty is under the most solemn of all national engagements to preserve a lasting and durable peace.

* * * * * * *

Having thus acquitted myself of the painful duty of recapitulating the points I am instructed by my government to present, I now have the honor to solicit your attention to the evidence of the last and gravest act of international hostility yet committed. It is the construction and equipment of a steam vessel-of-war, of the most formidable kind now known, in the port of Liverpool. *All the appliances of British skill in the arts of destruction appear to have been resorted to for the purpose of doing injury to the people of the United States.* The very construction of such a vessel in a country in a state of profound peace, without any explanation of the object to which it is to be applied, is calculated to excite uneasiness on the part of those involved in a contest where only it could be expected to be made of use. But when it further appears that it is constructed by parties who have been already proved to have furnished one vessel-of-war to the insurgents in America, and who are now shown to be acting in co-operation with their well known agents on the spot in the preparation of that now in question, it is not unnatural that such proceedings should be regarded by the government and people of the United States with the greatest alarm, as virtually tantamount to a participation in the war by the people of Great Britain to a degree which, if not reasonably prevented, cannot fail to endanger the peace and welfare of both countries. I trust I need not assure your Lordship how deeply concerned is the government which I have the honor to represent in the view of any such possibility, and how earnestly it hopes that her Majesty's government having the will may find itself likewise vested with the needful power to guard against any such occurrence.

I pray your lordship to accept the assurances of the highest consideration with which I have the honor to be your lordship's obedient servant,
CHARLES FRANCIS ADAMS.

Right Hon. Earl RUSSELL, &c., &c.

EFFECT OF THE FALL OF VICKSBURG.
MR. ADAMS TO MR. SEWARD.

LEGATION OF THE UNITED STATES, LONDON, July 23, 1863.

SIR—I have to acknowledge the reception of despatches from the department, numbered 640 to 644 inclusive, and of a telegram dated the 7th instant, giving the satisfactory intelligence of the fall of Vicksburg. I communicated this news at once, by telegraph, to Mr. Dayton, at Paris.

So completely has the public become convinced of the correctness of the representations continually made in the London press of the desperate condition of our affairs, and of the triumphal progress of Gen. Lee, that the expectation was almost universal to hear of his taking possession of Washington. Much of panic had pervaded the minds even of many loyal Americans here, who found themselves unable to resist the pressure of the atmosphere around them. The astonishment created by the announcement of the actual facts on Sunday may well be imagined to have been in corresponding proportion. I need not add that the disappointment among the English was quite in the same measure. Many of the newspapers at first refused to believe in the surrender of Vicksburg.

ENGLAND'S RESPONSIBILITY.
EARL RUSSELL TO MR ADAMS.

FOREIGN OFFICE, Sept. 11, 1863.

SIR—I have received your letter of the 8th inst., and have read it with great regret.

It has been the aim of the government of Great Britain to maintain a strict neutrality between the parties who for two years have carried on a civil war of unusual extent and loss of life on the continent of North America.

Her Majesty's government have, for the most part, succeeded in this impartial course. If they have been unable to prevent some violations of neutrality on the part of the Queen's subjects, the cause has been that Great Britain is a country which is governed by definite laws, and is not subject to arbitrary will. But law, as you are well aware, is enforced here, as in the United States, by independent courts of justice, which will not admit assertion for proof, nor conjecture for certainty.

* * * * * * *

In the case still pending of the iron-clad steam rams at Birkenhead, Mr. Seward, with his knowledge and perspicuity of judgment, cannot fail to acknowledge that it was necessary to show, not only that these vessels were built and equipped for purposes of war, but also that they were intended for the so called Confederate States.

With a view to complete the evidence on this head it was material to prove that the iron-clads were not intended for the French government, or for the Pacha of Egypt. With respect to the French government, her Majesty's government have received, upon inquiry, assurances, through Earl Cowley and the Marquis of Cadore, that the French government have nothing to do with the Birkenhead iron-clads.

In respect to the Egyptian government, it was only on the 5th instant that her Majesty's government received a despatch from Mr. Colquhoun, her Majesty's Consul General in Egypt, which is conclusive on this subject.

Ismail Pacha refused to purchase those vessels.

From this example, and that of the vessels built for the Emperor of China, whose name was alleged all over the United States to be a mere sham to cover the real destination of the vessels, the President will gather how necessary it is to be dispassionate and careful in inquiries and statements upon subjects involving such great interests, and affecting the good faith and character of a Power so honorable as Great Britain.

These matters will, no doubt, be duly and dispassionately considered by the government at Washington, however they may have been misunderstood in London.

I deem it right, however, to observe that the question at issue between yourself and her Majesty's government relates to two separate and distinct matters—the general international duties of neutrality, and the municipal law of the United Kingdom. With regard to the general duties of a neutral, according to international law, the true doctrine has been laid down repeatedly by Presidents and Judges of eminence of the United States, and that doctrine is, that a neutral may sell to either or both of two belligerent parties any implements or munitions of war which such belligerents may wish to purchase from the subjects of the neutral; and it is difficult to find a reason why a ship that is to be used for warlike purposes is more an instrument or implement of war than cannon, muskets, swords, bayonets, gunpowder, and projectiles to be fired from cannon and muskets. A ship or musket may be sold to one belligerent or the other, and only ceases to be neutral when the ship is owned, manned and employed in war, and the musket is held by a soldier, and used for the purpose of killing his enemy. In fact, the ship can never be expected to decide a war or a campaign, whereas the other things above mentioned may, by equipping a larger army, enable the belligerent which requires them to obtain decisive advantages in the war.

Then, again, as regards the employment of the subjects of a neutral by either belligerent; it is obvious that even if the whole crew of a ship-of-war were composed of the subjects of a neutral, that crew should have less influence on the results of the war than whole regiments and brigades employed on land, and composed of the subjects of a neutral State. * * * * * * *

MR. ADAMS TO LORD RUSSELL.

LEGATION OF THE UNITED STATES, LONDON, Sept. 16, 1863.

MY LORD—I have the honor to acknowledge the receipt, on the 14th, of your note, dated the 11th, in reply to mine of the 5th of the current month.

Your lordship remarks that you had read my letter with great regret. On my part, I am very sure that it could not exceed the regret with which I wrote it.

You are pleased to observe that her Majesty's government hope my government may take a calmer and more dispassionate view of the matters involved in this discussion than seems to be inferred from my note. If in that note I should have unfortunately led her Majesty's government to any inference of the kind, I can only assure your lordship that the fault must be exclusively mine. At the same time I feel it my duty not to disguise from you the very grave sense it entertains of the danger that her Majesty's kingdom may be freely used by the enemies of the United States, in conjunction with numerous ill disposed subjects of her own, to carry on a war against them in a manner and spirit wholly at variance with the rules of neutrality, which her Majesty's government has prescribed for itself in the present contest, as well as with the stronger obligations of amity and good will imposed by solemn treaties long since entered into between the parties.

The history of the past two years has proved beyond the possibility of denial that the insurgents have steadily and persistently been engaged in transgressing the limit above laid down. They have built ships in the ports of this kingdom, with the intent to make war on the United States; they have equipped and armed those ships with the aid of British subjects; they have manned those ships by the enlistment of British subjects, and without ever entering any insurgent harbors; they have sailed on the high seas, committing depredations on the property of the people of the United States under the protection of the British flag. In advance of this series of proceedings I have been steadily engaged in making representations of the danger of the same to your lordship, the correctness of which has been almost uniformly verified by the result. In the very first instance in which I had the honor to present a remonstrance to your lordship (the case of the gunboat Oreto), it appears from the admission of the individual now in command of that vessel under the name of Florida, that she was built in the port of Liverpool with the intent to carry on war against the United States. I quote from the language of a letter signed J. N. Maffit, which has appeared in the public prints, when I say that "that corvette has, in fact, been built and armed by the government of the Confederate States of America."

This building and arming are well known to have been done from the ports and harbors of Great Britain and its dependencies; and just so has it been with the other vessels of the same nature now on the ocean, that have never yet earned any national character excepting that which may attach to them from the territory where they were built, equipped, manned and armed.

It is unnecessary for me to enlarge further upon this view of the case, or to contrast this conduct of the insurgents with that observed by the United States.

* * * * * * *

LORD RUSSELL TO MR. ADAMS.

FOREIGN OFFICE, Sept. 14, 1863.

SIR—In acknowledging the receipt of your letter of the 24th ultimo, in which you request that Messrs. Upton's claim on account of the destruction of their vessel, the Nora, by the Alabama, may be added to others of the same kind, which you have heretofore presented to me, I must, on the part of her Majesty's government, repeat the disclaimer which, on more than one occasion, I have already made to you of all responsibility in regard to the proceedings of the Alabama, or of any other Confederate cruiser.

But, as it is stated in your letter that the Alabama was "fitted out and despatched from the port of Liverpool," and as these words imply that you suppose she was fitted out as a vessel of war, I have thought it right to ask Mr. Laird how far the statement is borne out by the facts; and I have the honor to enclose, for your information, a copy of a letter which I have received from that gentleman in reply, stating that, from the information he had received, it appears that the Alabama was not fitted out at Liverpool as a vessel of war. When the United States government came to hold the government of Great Britain responsible for the captures made by vessels which may be fitted out as vessels-of-war in a foreign port, because such vessels were originally built in a British port, I have to observe that such pretensions are entirely at variance with the principles of international law and with the decisions of American courts of the highest authority; and I have only, in conclusion, to express my hope that you may not be instructed again to put forward claims which her Majesty's government cannot admit to be founded on any grounds of law or justice.

RUSSELL.

MR. JOHN LAIRD TO THE BRITISH FOREIGN OFFICE.

BIRKENHEAD, Sept. 2, 1863.

SIR—In reply to your letter of the 21st of August, stating that Lord Russell will feel much obliged to me if I can inform him "how far it is true that the Alabama was fitted out as a vessel-of-war at Liverpool before she left that port," I request that you will inform his lordship that I am not able, from my own personal observation or knowledge, to reply to his lordship's inquiry, as I did not see the Alabama after the first week in July, 1862, being some weeks before she sailed.

In order to obtain for his lordship, from a reliable source, the information he asked for, I have made inquiries from my successors in business, the firm of Laird Brothers, the builders of the vessel now called the Alabama, and I am authorized by them to state that the vessel referred to was delivered by them at the port of Liverpool, and that at the time of her delivery she was not fitted out as a vessel-of-war.

They also confirm in every respect the report of Mr. Morgan, the Surveyor of Customs at Liverpool, dated 30th July, 1862 (ordered by the House of Commons to be printed 24th March, 1863), in which he states that a strict watch had been kept on the vessel, and that she left the port without any part of her armament on board. I am, &c.

JOHN LAIRD.

THE BRITISH CONSUL AT MOBILE.
LORD LYONS TO MR. SEWARD.

WASHINGTON, March 1, 1863.

SIR—Her Majesty's government has learned with great surprise and regret that a large sum of money was put on board of her Majesty's ships off Mobile by Mr. Magee, the acting British Consul, and, in compliance with a requisition made by him, conveyed in that ship to Havana, and put on shore there. It appears that the money in question was placed in Mr. Magee's hands by agents of the State of Alabama, and was destined to pay interest, due to British subjects, and payable in London, on bonds of that State. But this circumstance has not affected the view taken by her Majesty's government of the transaction. They consider the conduct of Mr. Magee to have been entirely at variance with the duties of an agent of a neutral Power, and they have directed me to inform you that, on becoming acquainted with his proceedings, they have, without any delay, sent orders to me to dismiss him from their service.

Her Majesty's government have instructed me to say, further, that they greatly regret that any person in their employment should have been guilty of such conduct as that which has led to the immediate dismissal of Mr. Magee.

MR. SEWARD TO LORD LYONS.

DEPARTMENT OF STATE, WASHINGTON, March 2, 1863.

MY LORD—I have the honor to acknowledge the receipt of your lordship's note of the 1st instant, which informs me her Majesty's government had learned with surprise and regret that the acting British Consul at Mobile had put a large sum of money on board of a British ship-of-war at that port, on account of the State of Alabama, and that, in compliance with his requisition, the money had been conveyed to Havana.

Your note further informs me that her Majesty's government have disapproved this proceeding of the said Consul, and had, in consequence thereof, peremptorily dismissed him from the public service.

I am instructed to express to you the President's satisfaction with this prompt and just vindication by the British government of its authority and honor, and of its determination to compel respect by its agents for the laws and authority of the United States.

Board of Councilmen.

COMMUNICATIONS FROM THE MAYOR—CLEANING THE CITY RAILROAD TRACKS—THE SALT ORDINANCE—LETTER FROM MAJOR GENERAL DIX ON THE PARK BARRACKS, ETC.

At the meeting of the Board of Councilmen last evening Mayor Gunther transmitted the following communication in relation to the condition of the streets along which horse cars are run:—

MAYOR'S OFFICE, NEW YORK, Jan. 21, 1864.

TO THE HONORABLE THE COMMON COUNCIL:—

GENTLEMEN—I transmit herewith to your honorable body the petition of a number of merchants doing business on West street, in the vicinity of West Washington market, complaining that the managers of the Central Park and North and East River Railroad Company direct their employes to sweep the dirt from the track, and that the same is piled in heaps, causing an obstruction, and tending to the inconvenience of persons transacting business on the street. I would suggest the passage of an ordinance directing the superintendents and officers of the various city railroads in case of their cleaning their tracks from snow, ice or dirt, to have the same carted and removed from the streets; and that the City Inspector be authorized and directed to provide at the respective dumping places nearest to the tracks of the various city railroads facilities for receiving such snow, ice and dirt, that the same may not become a nuisance or cause an obstruction. I would also recommend that the existing ordinance relative to and forbidding the use of salt on the tracks be rigorously enforced.

C. GODFREY GUNTHER, Mayor.

It was referred to the Committee on Railroads.

THE PARK BARRACKS.

The Mayor also transmitted the following copy of a letter he had received from Major General Dix in relation to the use made of the Park Barracks and their condition After being read the subject was referred to the Committee on Lands and Places:—

MAYOR'S OFFICE, NEW YORK, Jan. 19, 1864.

TO THE HONORABLE THE COMMON COUNCIL:—

GENTLEMEN—I herewith transmit to your honorable body a copy of a letter from Major General John A. Dix, announcing that he has taken possession of the Park Barracks, as a matter of "military necessity," for the reception of the returned soldiers, and, further, giving the gratifying assurance that he has taken measures for the thorough cleansing of the same. The letter also renews a request made some months ago, that permission be given the United States to erect barracks on the Battery, to be used during the war.

C. GODFREY GUNTHER, Mayor.

HEADQUARTERS, DEPARTMENT OF THE EAST, NEW YORK CITY, Jan. 18, 1864.

His Honor C. GODFREY GUNTHER, Mayor of the City of New York:—

SIR—Having been advised on Saturday evening that more troops were expected in the city on their return from the army, I directed Captain Frank E. Howe, of the Quartermaster's Department, and a member of my staff, to take possession of the Park Barracks, as a matter of military necessity, and to have them thoroughly cleansed and whitewashed, so as to be in readiness for use this morning. You are aware that the gallant men who are returning from the army have, after years of toil, exposure and danger, re-enlisted, and are prepared to sustain the honor of the country and the integrity of the Union to the last. In consideration of their re-engagement the government has given them leave to return for a few weeks, during the suspension of active military operations, to their friends and their homes. All that a grateful country can do should be done to make this respite from the labors and perils of the camp and battle field pleasant to them; and I am confident that you and the members of the Common Council will approve of the course I have taken, with a view to prepare a suitable place for the comfortable reception of the regiments which arrive here on their passage through the city.

The Park Barracks, as you know, do not belong to the United States. It is of indispensable importance to the public service, and to the comfort of the troops going to or returning from the field, that the government should have barracks in the city subject to its own control.

I therefore respectfully renew the request made several months ago, that permission may be given to erect barracks on the Battery, to be used by the United States during the existing war.

I am, sir, very respectfully, your obedient servant,
JOHN A. DIX, Major General Commanding.

The Broadway Pavement.

MEETING OF THE COMMITTEE ON STREETS OF THE BOARD OF ALDERMEN—TESTIMONY AND PLANS SUGGESTED, ETC., ETC.

The Committee on Streets of the Board of Aldermen met yesterday to hear parties on the subject of improving the Broadway pavement—Alderman Chipp in the chair.

JOHN H. EETTS proposed to improve the pavement by cutting grooves in it transversely. The cost would be about three dollars per square yard. He could, with one machine, do a block in a week; with more he could do more, if necessary. He is satisfied it would give a rough, serviceable surface to the pavement. It would take him about a month to have a machine ready to work. It would not pay him to do a block as an experiment. The machine would cost $1,500 to $1,800.

Mr. HALE proposed to have the Russ removed, and a rougher stone substituted, in slabs at least eighteen inches square and four or five thick, laid edgewise.

W. S. TEDALE proposed to turn the Russ upside down. As each block is narrower on the nether side, they would present a grooved surface when inverted. These grooves he would fill up with something that would keep the horses' feet from slipping.

J. B. HADDENBROOK advocated the Belgian pavement, showing that it serves well where it is laid, and that the stones in Broadway could be used to make it.

CHARLES SWAN proposed to cover the present pavement with cement, and thus make a hard macadamized road surface of Broadway. Half an inch of covering would cost about 75 cents a yard, an inch would cost $1 25 a yard.

D. S. DARLING offered to lay cobble pavement and fill it up with tar and sand, and have all underlaid with planks.

JAMES HUNER considered the best plan to be adopted would be to break the Russ pavement into four parts and relay it with sand, and the cost would be $2 50 a yard.

No one else appearing to speak, the committee adjourned.

Court Calendar—This Day.

UNITED STATES DISTRICT COURT.—Nos. 1, 15, 34, 35, 36, 37, 39, 40, 47, 48.

SUPREME COURT—SPECIAL TERM.—No. 19 on demurrer calendar. Nos. 56, 218, 202, 157, 167, 14, 166, 190, 244, 249, 252, 253, 254, 255, 256, 257, 260, on calendar issues of law and fact.

SUPREME COURT—CIRCUIT.—Part 1.—Short causes. Nos. 1298, 1179, 1183, 1154, 1261, 1456, 1102, 1559. Part 2.—794, 344, 360, 368, 370, 372, 380, 400, 428, 454, 492, 504, 594, 606, 640.

SUPERIOR COURT.—Part 1.—Nos. 1183, 3133, 559, 3109, 3265, 3267, 2991, 2727, 3269, 3271, 3275, 3277, 3279, 3281, 3283. Part 2.—Nos. 3100, 3102, 2940, 3244, 3246, 3248, 3252, 3256, 3258, 3260, 3262, 3264, 3268, 3270, 3280.

COURT OF COMMON PLEAS.—Part 1.—Short causes. Part 2.—Case on.

APPOINTMENT OF A POSTMASTER.—Mr. William Snedeker has been appointed postmaster at Holsville, Suffolk county, this State, the appointment dating from Jan. 12, 1864.

NEWS FROM THE STATE CAPITAL.

New York Projects—The Canal Repairs—Dodge of the Canal Appointment—The Failure to Make it a Party Measure—Certificate of Indebtedness—Erie Railroad—New York Riot Bonds—Soldiers' Voting—Tax on Parsonage Buildings, &c., &c.

ALBANY, Jan. 21, 1864.

A large number of projects in regard to matters in New York city have already made their appearance here; but no steps have been taken, as far as matters are seen on the surface, only in the police and one or two other measures. The advocates of the different measures are, however, busy pulling the wires and preparing the way for easy sailing.

The scheme of the Auditor of the Canal Department to return to the old system of canal repairs, by abolishing the contract system, does not seem to go down very well with a portion of the republicans. Since the comments in this correspondence on that scheme, and the expose of the abuse practised under the system proposed to return to, there has been sufficient developments to show that it will be impossible to force the republican party to adopt it as a party measure. The *Tribune* and *Post*, of New York; the *Eagle*, of Poughkeepsie; Utica *Herald* and several other leading republican papers, have come out strongly against the scheme of the Auditor. A large portion of the republican members and Senators have also openly condemned the idea of going back to the old, corrupt system. Aside from this, there are numerous rumors in regard to the