THE ALABAMA.

CONTINUED FROM FIRST PAGE.

bourg hospital. Nine more of the Alabama's crew were brought back to Cherbourg by a pilot boat. The steam tug Var was sent from Cherbourg by the Prefect Maritime to afford assistance to the Alabama as soon as she appeared to be in danger, but only arrived after the survivors had been picked up.

FIFTEEN HUNDRED PARISIANS SEE THE FIGHT.

[Paris (June 20) correspondence of the London News.]

Cherbourg letters give accounts of the fight between the Alabama and the Kearsarge. The Alabama was watched by the French iron clad frigate Couronne to the distance of nine marine miles from the harbor—that being the limit within which it is not permitted for foreign belligerents to fight.

Nine miles at sea is but a little distance on a fine day, and 1,500 Parisians who had arrived at Cherbourg by an excursion train to see the new Casino had a capital view of the combat. Captain Semmes meant to fight all along, and had intended to board the Kearsarge. On Thursday last he entertained a large party on board the now extinct Alabama, and showed with pride to the ladies who dined with him the boarding hatchets and sabres (fresh ground) which were displayed on deck. He left with the Brazilian Consul all his gold, his papers, forty-five chronometers, and his will. Mrs. Semmes was in Paris yesterday, but has now probably gone to join her husband in London. The French government papers—all favorable to the South—lament the loss of the famous corsair, the Alabama.

ANOTHER FRENCH ACCOUNT—EIGHT MILLIONS OF FRANCS ON BOARD THE PIRATE AT CHERBOURG.

[From Galignani's Messenger, June 24.]

You are aware that the Alabama put in here a few days back, coming from the Chinese Seas. Captain Semmes, her commander, was in want of wood, provisions and coal. *He had eight millions of francs on board, the booty heaped up from her various encounters, but the crew were in want of clothes and shoes.* The captain was permitted to take on board a supply of fuel and some provisions and clothing, but he could not be allowed anything more. He had deposited in the hands of the Brazilian Consul his money, that of his crew, his will, his ship's papers and forty five chronometers, which he had taken from captured vessels. As the Kearsarge, federal steamer, had arrived outside the port in order to attack the Confederate vessel when she came out, this latter determined to go and meet her openly.

Accordingly on Sunday morning the Alabama got her steam up and left the roadstead, escorted by the French iron-clad frigate, the Couronne, the mission of which was to have what is called the maritime territory respected—namely, a distance of nine marine miles. When the two combatants had passed that limit the Couronne returned into the roadstead. The engagement then commenced, the Alabama endeavoring to run alongside and board her adversary, who was more powerful than herself, both as to build and weight of metal; but she could not succeed in the attempt, as the equality in their speed allowed the other vessel to keep at a certain distance, and both the steamers kept firing their guns at a good range. These manœuvres and the cannonade lasted nearly an hour, at the end of which time the Alabama slackened her fire and let off her steam, which circumstance, for those spectators who were competent to form an opinion, indicated some damage to her machinery. The Kearsarge continued to fire at a distance, avoiding to come close to the Confederate vessel. The latter in a few minutes after set her head sails, which appeared to show that the after part of the vessel had been damaged, and that she intended to run in for the land. At about half-past twelve the Alabama went down all at once by the stern, *her flag still flying*, and disappeared. Two of her boats had been previously lowered with men in them. When the Alabama turned towards the shore the federal vessel kept firing on her, without the fire being returned, except at long intervals.

It appears that the Alabama *at first resisted perfectly, until a shot from the Kearsarge knocked her screw to pieces*, and that accident left the Confederate vessel completely at the mercy of her enemy. The Kearsarge picked up sixty-two of the Alabama's crew, and then went into Cherbourg, where she anchored in the afternoon. Nine of the Alabama's men were picked up by a pilotboat. Three of the men picked up by the Kearsarge died some hours after from their wounds. The Kearsarge had three men wounded. The inhabitants of Cherbourg had all assembled on the quays, on the breakwater, and on every point whence they could get a view of the engagement. The federal vessel, on coming back, anchored close to the Napoleon screw liner *and was cordially visited by numerous persons. The Kearsarge has suffered severely, having received twelve shot in her hull.* Her crew were superior in number to that of the Alabama, which had between one hundred and thirty and one hundred and forty men. The two vessels fired about one hundred and thirty shots each. The wounded on both sides have the greatest attention paid them. They have been sent to the Naval Hospital, where they have been visited by Vice Admiral Dupouy, the Maritime Prefect.

The Effect in England.

JOHN BULL GETTING ACCUSTOMED TO AMERICAN FIGHTING AND ITS RAPID RESULTS.

[From the London Times, June 21.]

On Sunday morning, just as all good people were coming down to breakfast, an awful Sunday morning's work was preparing within sight of the British isles. If among these isles we may include the barren rock upon which a million has been spent to make it a sentry box to watch the port of Cherbourg.

From the latter port, just about nine o'clock, there issued the Alabama, the ship that for two years has struck terror into the heart of the most confident and almost the strongest naval Power in the world. More than a hundred times over *the very name of the Alabama, thundered through a speaking trumpet, has brought down the rival flag as if by magic*, and compelled the luckless crew to submit to the ignominious process of examination, surrender, spoliation and imprisonment; to see their ship plundered and sent to the bottom; to see their chronometers and other valuables in the shape of prize money of a whole mercantile fleet. This time, however, it was not to order a merchantman to lie to while his papers were examined that this scourge of the federal navy came out of Cherbourg. It is not in our power to say why *Captain Semmes*, who has gained so much glory and so unquestionable a reputation for courage that he could afford to be prudent, *came out with a ship just returned from a long voyage and much in want of repair, to encounter a foe larger, better manned, better armed, provided, as it turned out*, with some special contrivance for protection, and quite as likely to be as well handled as his own ship. For many months we have heard of the Kearsarge as a foe worthy of the Alabama should she have the good luck to catch her; indeed, the captain of the Kearsarge had assumed that if they met there could be only one possible result. Why, then, did not Captain Semmes see that this was an occasion for the exercise of that discretion or that ingenuity which the greatest generals have thought rather an addition to their fame? Did his prudence give way, as they say a brave man's courage will sometimes? *Was he wearied with a warfare upon the defenceless? Did conscience or self-respect suggest that the destroyer of a hundred unarmed merchantmen had need to prove his courage and to redeem his name from piracy?* It is simply said that he had been challenged, and that he accepted the challenge, not without some foreboding of the result. As an ordinary duellist hands his watch and his pocketbook to a friend, Captain Semmes sent on shore his sixty chronometers—the mementoes of so many easier conflicts—his money, and the bills of ransomed vessels. He then steamed nine miles out to sea, and entered into mortal combat with the enemy, first exchanging shots at the distance of little more than a mile—a mile of all distance our fathers would have called it; not so now.

As it happened, and as it frequently happens on such occasions, an English yacht was in the harbor, and its owner, Mr. Lancaster, thought *the view of one of the most important naval engagements likely to occur in his time was worth the risk of a stray shot. His wife, niece and family were on board; but, no doubt, they shared his interest in the spectacle.*

The firing began just as we Londoners *had got to the first lesson in the morning service.* As the guns of the Alabama had been pointed for two thousand yards, and the second shot went right through the Kearsarge, that was probably the distance at first, and we are told the ships were never nearer than a quarter of a mile. The Alabama fired quicker, in all about one hundred and fifty rounds. The Kearsarge fired about one hundred, chiefly eleven-inch shells. One of these shells broke the Alabama's rudder, and compelled her to hoist sail. By this time, however, after about an hour's work, the Alabama was sinking, and could only make the best of her way in the direction of Cherbourg. Pursuing our comparative chronology, *this brings us to the beginning of the sermon*, and it was at the very time that our congregations were listening, as well as they could, to the arguments or the eloquence of our preachers, that the very moving incidents of death and of rescue took place off Cherbourg—the gradual sinking of the Alabama, the picking up of the drowning seamen, and the final departure of the Deerhound, with Capt. Semmes, his surviving officers and some of the crew. The men were all true to the last; they only ceased firing when the water came into the muzzles of their guns; and as they swam for life all they cared for was that their commander should not fall into federal hands. *He reports that he was hit but once in the struggle, they received no hard the Excellent.* To all appearance the superiority of the Kearsarge lay partly in her guns, and of course somewhat in her more numerous crew, *but not less in her more powerful machinery, which enabled her to move quicker and manœuvre more easily.*

We are becoming accustomed to scenes that only four years ago would have been thought appalling, horrible and portentous. *Think of a quiet gentleman, such wife, niece and family, perhaps grandchild and infant servants, having commenced the day in church, and, on Sunday morning, at half, not between two cocks or two duels, but two ships, and a fine heart left from Southampton.* In fact, they and the survivors of the ship destroyed were walking about Southampton and shopping on Monday morning. There appears to have been a very respectable allowance of killed, wounded and missing, and among the latter is an English surgeon, who is supposed to have gone to the bottom in the midst of his bleeding patients. We shall know very shortly whether the chains hung outside the Kearsarge saved her men. To all appearance they did not; and but for the melancholy fact that some of the Alabama's wounded must have gone down with her, the loss would probably have been nearly the same on both sides. *Is there not something ominous in such an encounter within our own seas? Such a combat, so brief, so hard fought, and so decisive, is even more terrible than the hand to hand tussle and the mere game of fisticuffs that our old fleets used to indulge in with a thousand pennons on other side.* True, there was damage done at sea, but sometimes very little damage is spoke of, and a big ship might receive many hundred shots only to have the glory of showing the shotholes to the populace of Portsmouth. It is not so now. *At the distance of a mile, never less than a quarter of a mile, a formidable ship, the terror of American commerce, well armed, well manned, well handled, is sent to the bottom in an hour.* Exactly an hour elapsed from the first shot to the moment when it became obvious that the vessel was sinking, when, indeed, the rudder was broken and the fires were put out. *That is the pace at which our naval engagements will be fought for the future.* In this instance the pace was all the quicker because the guns had start of the ships, the guns being the new artillery, *the ships wooden*, excepting the chains of the Kearsarge, if they constitute an exception. *The next duel on the British channel will probably be between two vessels of the Warrior class; and he must be a bold man who can name what it will last as long as a Sunday morning service.*

GREAT BRITAIN DISOWNS THE PRIVATEER.

[From the London Post (Government organ), June 21.]

[illegible] that the great confederate cruiser is [illegible] are aware that very [illegible] on the chase.

among the things of the past, we [illegible] announced as a different judgments will be [illegible] will be announced as a [illegible] of her career. [illegible] she will be destroy all pre- lawless pirate. [illegible] Yes to think belonged to the party which [illegible] citizens [illegible] the Northern Republic [illegible]

[illegible] as an offensive craft, manned by a resolute crew, *sailing under a recognized flag*, and doing as much damage as possible to an opponent by whom she was vastly outmatched. Built in an English dock, and equipped in neutral, though not English waters, put in commission while still on the high seas, and never moored in a Confederate port, there are those who will maintain that she never acquired that national character which qualified her to war, in the name of the Southern confederacy, on the republic of the United States, and that she was in truth a *privateer without a legitimate commission.* These are questions which have already been warmly canvassed, and which will, now that the Alabama's race is run, again be eagerly ventilated. Either as regards the Alabama's origin or her subsequent career, there is, however, but one opinion which unbiased and impartial inquirers can ever entertain. *That this country is not responsible for her departure from our ports is evidenced by the fact that in the instance of the Alexandra the government failed to establish their right to detain the vessel, and, therefore, the seizure of the Alabama, had it taken place, would have been an illegal act.*

THE ALABAMA MANNED AND FOUGHT BY ENGLISH SEAMEN.

[From the London Herald (Derby organ) June 22.]

* * * The Kearsarge was terribly injured in the fight, many large gaps in her side attesting *the accurate aim of the gunners, some of whom were instructed on board her Majesty's ship Excellent.* Many of the crew of the Alabama must have been killed and drowned. It is much to be feared that the young English surgeon in charge of the crew was engaged in his humane duties in the cabin when the ship settled down. We cannot but feel grieved at the loss of the brave ship, *which was almost as much English as Confederate, in whose defence we may recognize the building courage of our countrymen as well as the chivalrous impetuosity of her Southern commander.* The news of this combat will, we fear, *carry mourning into more than one English home.* But in the end of the gallant ship—*which was English too*—there is, after all, little to regret, much of which to be proud. She sank unconquered and defiant in the waters of the channel, refusing to the last to lower her flag, leaving no trophy in the hands of her enemy.

GREAT EXCITEMENT IN LIVERPOOL.

[From the London News, June 21.]

From Liverpool we learn that the American shipping in that port was never so profusely decked out with bunting as it was yesterday. When the notorious confederate cruiser made her appearance at Cherbourg there was a general opinion in Liverpool that the Kearsage (one of the swiftest sloops-of-war in the federal service) would "fight" Semmes. The office of Frazer, Trenholm, & Co., the confederate agents in Liverpool, was invested yesterday by people eager to learn the fate of the crew of the Alabama, and it was rumored on 'Change that there was £180,000 in gold on board the ship when she went down.

A FICTITIOUS SEMMES SHOWN ABOUT THE TOWN.

[From the Liverpool Courier, June 22.]

Yesterday the excitement about the expected arrival of the captain of the late Confederate cruiser Alabama was kept up at Liverpool, and for several hours the neighborhood of the Exchange was crowded with persons anxious to get a glimpse of the famous sea "raider." About one o'clock a double hoax was played in a highly successful manner. A middle aged man, who has passed several years in tropical climates, and who delights in "sporting" a white blouse and a Panama hat during summer time, is often to be found lounging about one of the landing stages, having some connection with shipping. Having a bronzed complexion, clean shaved cheeks and chin, and a pair of "fierce" mustaches, some mad wag conceived the idea of palming him off upon the public as Captain Raphael Semmes, Confederate States Navy. Accordingly he was got hold of, treated very hospitably, and then asked to go on 'Change in order to see the redoubtable hero of the Sunday's sea fight arrive. One or or two outdoor officials connected with the Underwriter's room were also got "in tow," and under some pretence or other the fictitious Captain Semmes was taken through Brown's buildings, where the headquarters of the Southern Club are, and was then brought out at the entrance which abuts on the Exchange flags. This ruse was quite enough. Coming from such a neighborhood, followed by the Underwriters' officials, and making across the flags in the direction of the newsroom, the expectant crowd at once made up their minds that this was the man they were on the lookout for, and they clapped hands, waved their hats and caps and cheered vociferously. The object of this demonstration was rather nonplussed at first; but readily catching the idea of the joke, he raised his straw hat, "bobbed around," and by his gracious demeanor raised the enthusiasm to fever heat, a special cheer rewarding a reverential obeisance that he made on passing Nelson's monument. He disappeared, not at the main entrance to the newsroom, but at the foot of the stairs leading to the Underwriters' room, and in a little time it leaked out that the public had been hoaxed, that the object of their ovation was not Captain Semmes at all, but a "highly respectable" sailors' boarding housekeeper, who lives in Leeds street, and is named ——. Well, never mind, dear reader, if to-day he is nameless.

A MANCHESTER LAMENT FOR SEMMES.

[From the Manchester Guardian, June 21.]

The loss of the Alabama will of course be celebrated in the Northern States of America with the wildest demonstrations of joy; the captain of the Kearsarge will be for a few brief weeks a hero of the first water, and the daring deed of Captain Wilkes will be cast into the shade by the dazzling glory that will surround the brow of the conqueror of Captain Semmes. It was not alone with ordinary feelings of hostility that the federals watched the career of the famous Confederate cruiser. They might be content with commonplace expressions of enmity in speaking of General Lee, Jefferson Davis, or any other of the Southern leaders, but for "the pirate Semmes" the language did not supply terms of sufficiently vehement execration.

Censuring remarks have been uttered against Captain Semmes that have repeatedly been made by the New York papers. It is satisfactory to find that there is no likelihood of his falling a victim to the fury of an American mob. We cannot believe that, even had he been taken by the Kearsarge, the federal government would have willingly disgraced its reputation by treating him in any other way than as a prisoner of war; but there would, no doubt, have been a popular cry for revenge, which the government might have found it difficult to resist. The popular cry will now be directed against ourselves. We can imagine beforehand something of what will be written in the New York papers. We have, however, borne much obloquy already, and can easily bear a little more. Had any direct aid been rendered to the Confederates during the battle by the owner of the Deerhound an embarrassing difficulty might have arisen; but no fault can be found with him for performing an act of simple humanity at the request of the federal commander.

Opinion of the Paris Press.

(Paris (June 21) correspondence of the London Herald.)

The *France* pays a few well deserved compliments to Captain Semmes, and describes the joy of the Confederate prisoners on hearing of the safety of their commander. One Confederate officer is being attended to in a private house. The loss of the Alabama is said to be eighteen killed and wounded.

The Southern and federal sailors in town (Cherbourg) were very near recommencing the action in the evening on terra firma. The population is decidedly Southern in its sympathies, and the survivors of the gallant cruiser received a perfect ovation from the French men-of-war's-men in port.

I am glad to see that the *Temps* has the good taste to pay a tribute of respect to the Alabama and her gallant captain and crew. "The friends of the North," it says, "cannot regret the loss of this Red Rover, but they could not but follow with interest its audacious and brilliant career." The congenial task of indecently exulting over the fate of the Alabama has been undertaken by the *Opinion Nationale*, which intones a kind of scalp song in honor of the victory of the Kearsarge. It would have been odd had the *Opinion* allowed an opportunity to escape of exhibiting its utter disregard of good sense, good feeling and good taste.

The *Pays* states that the majority of the Alabama's crew were English, and that Captain Semmes was confident that if he could only board the Kearsarge his men would make short work of the Yankees. His gallantry in accepting a fight against great odds has produced a decided impression here in favor of the South. Whatever may be said against the French, daring and chivalry are qualities which never leave them indifferent.

THE NEWS IN THE CITY.

The news of the destruction of the renowned rebel pirate, the Alabama, commanded by the no less famous Captain Semmes, created an unusual stir in this city yesterday, and indeed throughout the whole country. At an early hour in the morning an extra Herald, containing the details of the sinking of the audacious pirate by the United States vessel Kearsarge—only a third rate vessel by the way—was issued, and in a short time thereafter the good news was circulated from one end of the island to the other. It proved a very pleasant sequel to the Fourth of July celebration. The extras were purchased and read with the deepest satisfaction. In fact, no news which has been received for a long time occasioned such a wide-spread sensation. It was all the more grateful in that it was entirely unexpected by the community, who had begun to think, perhaps, that the government vessels sent after the rebel pirates were, through the blundering of the Navy Department, not adapted for the purpose for which they were intended.

Those who are generally most incredulous about Union victories had to confess yesterday that there was at least no room left for doubt respecting the conflict between the Alabama and the Kearsarge. The fact that the first announcement came from British sources, and that, too, even grudgingly, silenced the customary hesitations of rebel sympathizers, and none could be heard foolish enough even to hint that the intelligence was a hoax.

The one-sided comments of the English press excited only ridicule and contempt. People only laughed at the attempt of the London *Times* and other English journals to belittle the achievement by representing that the Alabama was terribly in want of repairs and that she was just after a cruise, while the Kearsarge was fresh from port and kept purposely in splendid condition in anticipation of a fight. The facts everybody here knows were different. The Alabama was in port for a long time and had received extensive repairs, while the Kearsarge was at sea waiting for a chance to peg at the pirate. The true Union people celebrated the event of the destruction of the famed privateer with genuine spirit and zeal.

The Hyer Fund.

TO THE EDITOR OF THE HERALD.

OFFICE CHIEF ENGINEER FIRE DEPARTMENT, NEW YORK, July 5, 1864.

Please acknowledge in the Herald the receipt of $300 from Thomas C. Burns, part of the proceeds of the late benefit to Thos. Hyer, which is to be added to the fund for the benefit of Mr. Hyer's mother; also acknowledge the receipt of $10 from Mr. Buchanan, $10 from a friend, $5 from a friend, and $50 from C. D., all in addition to the amount heretofore acknowledged in Thursday's Herald, making the total received to date $315. Please to request the Honors in the Fire Department to send their initials and number of residence, that I may return a receipt for the amount donated.

JOHN DECKER,

EUROPE.

The City of Baltimore and New York at New York.

FOUR DAYS LATER.

Lord Palmerston on Irish Emigration to America.

Summary Federal Arrests and Searches.

SERIOUS ASPECT OF THE DANISH QUESTION, &c., &c., &c.

The Inman steamship City of Baltimore, Captain Mirehouse, which left Liverpool at noon on the 22d and Queenstown on the 23d June, arrived at this port early yesterday morning.

The steamship New York, from Southampton June 22, also reached this port early yesterday morning.

The news is four days later.

The two steamers landed one thousand two hundred and forty nine passengers.

At Frankfort, June 21, the demand for United States bonds on the part of the German investors continues as active as ever, each new decline merely causing an increased opinion of their cheapness.

A telegram from Madrid says that a ministerial council had decided to treat the Peruvian difficulty in such a manner as to avoid war.

The negotiations between the Porte and Prince Couza had terminated to the entire satisfaction of both parties, except on the question of the convent property, which remains to be submitted to a conference of the European Powers.

Garibaldi had arrived at Ischia from Caprera.

In the House of Commons, June 21, Mr. H. Berkley moved his annual resolution in favor of the ballot in voting for members of Parliament.

Lord Palmerston opposed the motion, and it was rejected by a vote of 212 to 123.

The Japanese Ambassadors were to leave Paris on the 21st of June, *en route* for Japan direct. They had signed a convention confirming former treaties, tendered apologies for the assassination of a French lieutenant in Japan, and guaranteed the payment of an indemnity.

The Paris Bourse was flat. Rentes on the 20th of June closed at 66f. 5c.

A commercial treaty between France and Switzerland had been signed. The Bourse was flat, closing on the 21st at 66f. for rentes.

The Asia reached Liverpool at two o'clock on the afternoon of the 19th, and the Kedar on the morning of the 20th June.

The steamship Nova Scotian arrived off Londonderry on the afternoon of the 21st of June.

The steamship Etna arrived off Cape Clear at two o'clock on the morning of the 22d of June.

THE DANISH WAR.

The position of affairs has undergone no change since the meeting of the Conference on the 18th. The result of the sitting on the 22d was awaited with much interest.

The London *Times* says that Austria is the only belligerent Power that has shown any disposition to accept the scheme of arbitration. Prussia and Denmark been object, and the latter Power also sees with impatience the duration of the armistice.

There is, it is understood, no question of a further prolongation, and this is actually owing to the resolution of the invaded State.

The London journals generally continue to use a very threatening tone towards Germany; but the *Star* objects to England's taking any active part in the war.

The Conference and Its Results.

LONDON, June 23, 1864.

The London *News* says the Conference met yesterday, for what in all business respects may be regarded as the last time, and then after a desultory discussion of two hours separated without anything having been agreed to or anything done. The formal business of yesterday's meeting was to receive the reply of the belligerent Powers to the proposal made by the English government at the last sitting [illegible] the division of Schleswig to arbitration. The proposal was declined by both belligerents.

The Germans refused to submit the question as to the division of Schleswig to the decision of any arbitration. It had been anticipated in some quarters that Austria, at least, might be disposed to accept the English proposal; and certainly if ever a Power had reason to do so Austria has at this minute; but her wish in the matter has been overruled by her more reckless and headstrong ally. The Austrian government [illegible] united with the cabinet of Berlin in refusing every specific proposal, including the last.

This refusal, though softened in form, was in substance sufficiently firm and decided. The Danish government also declined to refer the vital question of a frontier to the proposed arbitration. No other proposition of any kind was made, and the meeting accordingly resulted in the final rejection of the only proposal that was before it.

This virtually closes the labors of the Conference. There is to be a final meeting on Saturday; but this is understood to be a matter of form, and, as there is nothing further to be discussed, it seems hardly likely that anything will be done.

The Meetings of Sovereigns.

An Austrian diplomatic circular had been issued to correct the exaggerated rumors which had been current in regard to the meetings of the sovereigns of Russia, Austria and Prussia, and it asserts that no holy alliance exists, and that there is not the slightest hostile feeling towards any Power whatever.

The Latest.

LONDON, June 23, 1864.

It is supposed that hostilities will recommence on the 27th of June.

Irish Emigration to America.

ALLEGED FEDERAL RECRUITMENTS OF IRISH SUBJECTS OF QUEEN VICTORIA.

In the House of Commons, June 21, Mr. HENNESSY moved a resolution regretting the emigration from Ireland, and calling on government to devise means to check it. He strongly condemned the practices resorted to in America in order to induce emigrants to serve in the federal army.

Sir R. PEEL admitted that the drain from Ireland had been lamentable; but he contended that of late Ireland had shown a wonderful revival of prosperity, and that a great impetus was being given to the country.

Lord PALMERSTON—It must be owned that the House has listened to a very interesting debate upon a subject which must have excited very strong feelings on the part of every one interested in the national welfare. At the same time I hope that the honorable member who brought forward the motion will be content with the expression of feeling which he has elicited from all sides of the House—(hear, hear)—and be satisfied to leave the matter as it stands without pressing his motion to a division, which might imply a difference of opinion that really does not exist. (Hear.) It is very much to be lamented that circumstances should exist which induce a large number of the people of Ireland to emigrate from their own land. At the same time, I cannot join with those who lament this on the account of the emigrants themselves, because, if they go to a country where they are in a better position than they were in their own, and acquire wealth and comfort, as far as the individuals are concerned you cannot regret the change in their circumstances. (Hear, hear.) *A proof of their improved condition is afforded by the fact that the Irish who emigrate to America send enormous sums of money to their friends in Ireland—in one year of the famine as much, I believe, as £1,500,000.* These remittances show that the persons who were able to send them must have been in comfortable circumstances, and in the receipt of very good wages; and they likewise do the greatest possible honor to the Irish people, because, however large may have been the means of these emigrants, in the money sent home to their friends and relations an amount of self-denial is implied, an amount of affection involved (cheers), reflecting the highest credit on the hearts and feelings of the Irish people. We have been told by the right honorable and learned gentleman the member for the University of Dublin that this emigration arises from the repeal of the corn laws, the repeal of the paper duty, and other liberal and enlightened measures of imperial legislation. When he calls on the government to apply a remedy to the evils he laments, he cannot, I presume, mean that we should re-enact the corn laws, re-enact the paper duties, change our spirit duties, and alter all those things to which he ascribes the flow of emigration from Ireland to America. (Hear.) Then we are told that tenant right would remedy the evils complained of, that if we were to adopt a change of law regarding landlord and tenant, instead of leaving that relation to be dealt with by bargains between man and man, according to the plain and simple doctrine that should regulate transactions of that sort—if we would only pass some law which would impose an obligation on the landlord that, as I apprehend, will transfer part of his property eventually to his tenant—(hear)—that would form such an inducement as would prevent the Irish people from going to America. Now, all these remedies appear to me wide of the mark. (Hear, hear.) It is a simple question of the law of level; and this the right honorable gentleman the member for Limerick illustrated very clearly. It is shown in every civilized country in Europe. In England the rural population is gradually flowing from the country to the towns. Why? Because, by the law of level they get better wages in the towns than in the rural districts. In France it is the same. When we talk of Irish emigration we confine ourselves to the emigration to America, and forget that there is a very great Irish emigration to these islands. We forget that every seat of industry swarms with Irishmen, who have emigrated because they thereby obtained better employment and better wages. In Glasgow, Liverpool, Birmingham, Bristol, South Wales, London, in every part of these islands there is a great demand for labor and where the [illegible] Irishmen flock and settle there. [illegible] are high you [illegible] by high wages, better [illegible] they are tempted [illegible] admirable employment, and [illegible] because young men [illegible] workmen, those who employ labor find it to their interest to employ Irishmen, and glad to pay them those wages which make it worth their while to [illegible] stay there. (Hear.) *You cannot by any legislation alter* [illegible] *things.* (Hear.) *You cannot alter the laws that regulate human society by any artificial regulations.* (Hear.)

Mr. HENNESSY could not help observing that his resolution had been supported by every Irish member who had spoken, and the latter part of it had been approved by the Chief Secretary himself.

Sir G. GREY then moved the previous question.

The House divided. The numbers were:—

For the previous question	52
Against	80
Majority	28

Mr. Hennessy's motion consequently was not put.

Arrest of a British Subject in Boston.

In the House of Lords, on the 21st of June, the Earl of Derby said he wished to put a question to the Secretary for Foreign Affairs, of which he had given him private notice. He was informed that a gentleman named Levey, a British subject, and a merchant of Montreal, had arrived a short time since in a British packet—the Asia—at the port of Boston, and that upon his arrival there he was brought before the United States authorities, who immediately took him into custody. That occurred on the 26th of last month, and he was brought before the Commissary General for the purpose of being examined, but without being told what the charges were which were brought against him. His papers were taken from him, and he remained in prison ten days, at the end of which time the papers were restored without explanation, and he was told that he might leave prison.

Earl RUSSELL said that in the latest despatches from Lord Lyons there was no reference to the case of Mr. Levey. It was very probable that by the next despatches some account of it might be received. When such cases as the imprisonment of British subjects did occur, as they unfortunately did very frequently, Lord Lyons always called the attention of the American government to them and required an explanation. In case it appeared that Lord Lyons' attention had not been directed to the case he would write to him and bring it under his notice.

The Earl of DERBY regretted to hear that these cases were of frequent occurrence, for they certainly had not been communicated to Parliament. He trusted the noble lord would not lose sight of the subject.

Earl RUSSELL said that when he had described these cases of imprisonment as being common he did not mean imprisonment without reason; for when explanations came to be given, it generally appeared that the United States government had some reason to induce them to believe that the person imprisoned had been engaged in affording assistance to their enemies.

The Search of the Scotia at New York.

On the same night the Marquis of CLANRICARDE asked whether the government had received any intelligence of the Scotia being boarded in New York by Custom House officers, who searched the passengers, luggage and carried off a number of papers.

Earl RUSSELL said that as his noble friend had given him no notice of the question, he could not give him any information on the subject. His noble friend, however, would remember that the American government had not agreed with us as to the immunity to be given to mail packet ships.

The Presidency.

ENGLISH OPINION OF THE CLAIMS OF MR. LINCOLN AND THE OTHER CANDIDATES.

[From the London Times, June 20.]

* * * Mr. Lincoln has been nominated by the republican Convention at Baltimore for re-election to the Presidency. *It is hard to see what claim Mr. Lincoln has for such a nomination, except that he is in possession, and that it may be desirable not to remove him at the crisis of a great war. But it is difficult* to think that the republican party can be in a satisfactory condition *if such a man as Mr. Lincoln is the best representative they can get, and the fact that gold rose suddenly to 195 on the announcement of his renomination shows that the federals are at heart of much the same opinion.* He is said to be chosen upon "a platform" of an uncompromising prosecution of the war until the rebellion should be overcome and its participators brought to the punishment due to their crimes, of the extinction of slavery, the encouragement of emancipation, and the maintenance of the Monroe doctrine. It is very strange that a people should be capable of holding such extravagant language at a time when their greatest general and greatest army, after a loss of eighty thousand men, are still in the very crisis of their fate. However, every arrangement is doubtful until the result of the Virginian campaign is declared. If General Grant is successful, though the North will not be a whit nearer their main object, yet he will have shown that there is no general on the American continent capable of coping with him, and he may be President, Dictator, or what he will. On the other hand, if he fails, *part of his failure will inevitably recoil on Mr. Lincoln;* the split in the republican party between Mr. Lincoln and General Fremont, who accepts his nomination, may become serious, *and in the division McClellan and the democrats might be successful.*

Interesting from South America.

THE SALE OF NEW ORLEANS REBEL VESSELS IN RIO JANIERO—DECISION OF THE BRAZILIAN GOVERNMENT, ETC.

[Rio Janiero (May 24) correspondence of London News.]

The Brazilian tribunals, having at length given a decision that the sale of the four New Orleans vessels to the house of Phipps, Brothers & Co., on the breaking out of the American war, was a legal one, the Fenny Crenshaw, now the Gracie, and hoisting English colors, left here a few days since, and proceeded on her voyage to Liverpool. The American Minister, Gen. Webb, had notified to the English Consul that if the vessels attempted to sail out of the port that the Onward, an American corvette, then in harbor, had positive orders to take or sink them. The Curlew [illegible] from Captain Crawford, our senior officer then had orders [illegible] the harbor, and protect here, to escort the [illegible] three vessels sailed on the same [illegible] her, if necessary. The excitement on 'Change, as it day, and there was some [illegible] some collision might occur was thought not improbable the [illegible] however, came in on the next evening, and the Gracie went [illegible] Brazilian government for allowing the vessel to go out.

Commercial Intelligence.

THE LONDON MONEY MARKET.—General tone [illegible]

The funds were flat and drooping, and the [illegible] of the Stock Exchange was very gloomy.

Consols on the 21st of June closed at 89¾ a 89⅞.

The money market was less easy. There was a full demand at 6 per cent.

The old private banks of Glyn & Co. and Currie & Co had amalgamated.

THE LIVERPOOL COTTON MARKET.

LIVERPOOL, June 22—A. M.

The sales of Monday and Tuesday have been about 12,000 bales, including 4,000 to speculators and exporters. The market is dull, and prices favor buyers to the extent of one-eighth to one-quarter of a penny per pound, American being the least affected.

THE LATEST MARKETS.

LIVERPOOL, June 23, 1864.

COTTON.—Sales for two days 12,000 bales, including 4,000 bales to speculators and exporters. The market is quiet and unchanged.

BREADSTUFFS.—The market is firm, with an upward tendency.

PROVISIONS.—The market is steady.

PRODUCE.—The market is quiet and steady.

LONDON, June 23, 1864.

Consols closed at 89¾ a 89⅞ for money.

AMERICAN STOCKS.—Illinois Central Railroad, 36½ a 38 discount; Erie Railroad, 52 a 54.

SHIPPING NEWS.

ALMANAC FOR NEW YORK—THIS DAY.

SUN RISES	4 34	MOON SETS	eve 8 56
SUN SETS	7 34	HIGH WATER	eve 10 14

Port of New York, July 5, 1864.

CLEARED.

Steamship Washington (Fr), Duchesne, Havre—Geo Mac kenzie.

Steamship Costa Rica, Jones, Aspinwall—D S Allen.

Ship George Otto (Hano), Comelius, St John, NB—Ruger Bros.

Bark Concordia (Danish), Lorentzen, London—Funch, Meincke & Wendt.

Bark Ocean (Brem), Jaburg, Bordeaux—Funch, Meincke & Wendt.

Bark Morning Star (Br), Sterling, St Jago—Wavdell & Co.

Bark Laureate (Br), Roberts, Sydney, CB—C H Trumbull.

Bark Anita (Danish), Andersen, Philadelphia—Funch, Meincke & Wendt.

Brig Le Coq (Belg), Defiance, Antwerp—Funch, Meincke & Wendt.

Brig Emilia & Celestina (Italian), Wincote, Cadiz—I B Gager.

Brig Freir (Dah), Olsen, Rio Janeiro—Funch, Meincke & Wendt.

Brig Anne Georgiane (Danish), Lauridsen, Lagunya and Porto Cabello—Rising & Co.

Brig Dunmara (Br), Staples, Calbarrien, Cuba—Thayer & Sanford.

Brig Ella (Br), Earle, Windsor, NS—D B Dewolf.

Brig Sea Bird (Br), Stevens, Moncton, NB—P I Nevins & Sons.

Brig H B Emery, Bradford, Boston.

Schr W H Cleares (Br), Hall, Eleuthera—W Rowe.

Schr Annie Laurie (Br), Slocomb, St John, NB—D R Dewolf.

Schr Adamantine, Sterling, Fortress Monroe—J S Dailey.

Schr E F Prindle, Ward, Annapolis—J S Dailey.

Schr W H Mitchell, Eaton, Philadelphia.

Schr F L Allen, Chapman, New London—J Douglas.

Sloop Rebecca Robinson, Hartford—H S Rackett & Son.

Sloop Calmar, Maynard, Middletown—H S Rackett & Son.

Steamer J Thompson, Cundiff, Baltimore.

ARRIVED.

MONDAY, July 4.

Steamship Celia (Br), Billings, London, June 12, and Havre 15th, with mdse and passengers to Howland & Aspinwall. June 18, lat 48 48, lon 13 59, spoke ship Merisian, Lambert, from Newport for New York; 21st, lat 45 19, lon 21 45, saw ship Mary Hamilton.

Steamship Commander (U S transport), Pedrick, Fortress Monroe, to U S Quartermaster.

Steamship Baltimore, Lewis, Washington, 52 hours, with mdse and passengers, to J Hand.

Hospital steamship, Western Metropolis, Hilton, City Point, Va, 26 hours, with 400 sick and wounded soldiers to the medical director.

Bark Contest (of Baltimore), Robinson, New Orleans, via Havana 19 days, in ballast, to H G Becker & Co.

Brig Bessie Rowe (Br), ——, Charlestown, Eng, 60 days, with coal, to G F Bailey. Stove bulwarks, lost rails and received other damage. In lat 47, lon 20, saw a large quantity of deals, apparently sometime in the water. June 18, lat 40, lon 50, saw 5 large icebergs.

Brig Emma Ives (Br), Waters, Hamburg 48 days, with mdse and 122 passengers, to E M Sloman & Edgar. From lat 43 to 43, lon 40 to 50, saw an immense number of icebergs.

Brig Aurora (Br), Cashon, Cardenas, 9 days, with sugar to S F Smell & Co.

Schr Sam T Keene (Br), Farr, Nassau, 12 days, Leonard's Keys 9 days, with cotton and 48 passengers (from U S store ship Conrad, wrecked at the latter place), to master. In at the Lower Quarantine.

Schr Ann Putnam, Sharrot, Cat Island, 8 days, with fruit, to master.

Schr Queen of Clippers (Br), Davidson, Charlottetown, 18 days, with potatoes, to A Smithers & Co.

Schr S C Evans, Hammond, Georgetown, 5 days.

TUESDAY, July 5.

Steamship City of Baltimore (Br), Mirehouse, Liverpool, June 22, and Queenstown 23d, at 4 PM, with mdse and 956 passengers, to John G Dale. June 24, 8 PM, 17 miles SW of Holyhead, saw steamship Etna, bound in; 30th, between lat 43 40 and 47 40, lon 45 40 and 48 40, saw numerous icebergs; 2d inst, lat 44 10, lon 58, saw a bark rigged steamship steering W.

Steamship New York (Br), Wen