

fit to place upon her use of the hospitalities of ports of the Kingdom. No such notice was ever given, nor was any such restriction ever ordered.

The Alabama went to Jamaica for the reason that, in an engagement with the Hatteras, a United States' naval vessel, she had received such injuries as to make extensive repairs necessary. This engagement took place only 25 miles from a home port; but, instead of attempting to enter it, and make her repairs there, she sailed more than 1,500 miles to reach this port of Great Britain. In doing this, she had sailed far enough, and spent time enough, to have enabled her to reach any of the ports of the insurgents; but the blockade prevented her entering them, and she was compelled to rely upon the hospitalities of neutral waters. At Jamaica she was permitted, without objection, to make her repairs, and to take in such coal and other supplies as she required for her cruise. She was treated, as Commodore Dunlop said, as any United States' man-of-war would have been treated by him.

On the 25th of the same month (January 1863), the Florida appeared at Nassau short of coal, although she was only ten days from a home port. She was permitted to supply herself with coal and other necessaries. On the 24th of the next month she again appeared at Barbadoes, "bound for distant waters," but she was in distress, and unless permitted to repair, the captain said he would be compelled to land his men and strip his ship. Notwithstanding her past offences, permission to repair and take on supplies was granted.

These were the first visits of any of the offending cruizers to British waters. They were substantially their first visits to any ports of a neutral nation. The Florida stopped for a short time at Havana, on her way from Mobile to Nassau, and the Alabama was for a few hours at Martinique. But at neither of these places did they take on any coal or make any repairs.

Thus the nation, whose authority and dignity had been so grossly offended in the construction and outfit of these vessels was the first to grant them neutral hospitalities. From that time her ports were never closed to any insurgent vessel of war, and permission to coal, provision, and repair was never refused.

It is said in the British Counter-Case, p. 118, that during the course of the war ten insurgent cruizers visited British ports. The total number of their visits was twenty-five, eleven of which were made for the purpose of effecting repairs. Coal was taken at sixteen of these visits. The total amount of coal taken was twenty-eight hundred tons.

The number of visits made by these cruizers to all the ports of all other neutral nations during the war did not exceed twenty. So it appears that the hospitalities extended by Great Britain in this form to the insurgents were greater than those of all the world beside; and yet more serious offences had been committed against her than any other neutral nation.

They required repairs at about one-half their visits, and coal at about two-thirds.

The average supply of coal to vessels of the insurgents was one hundred and seventy-five tons.

Because, therefore, the insurgents did make use of the ports of Great Britain as a base for their naval operations, and the British Government did not use due diligence to prevent, but on the contrary suffered and permitted it, all supplies of coal in those ports to Confederate ships were in violation of the neutrality of Great Britain, and rendered her responsible therefor to the United States.

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