TELEGRAPHIC SUMMARY.

THE Maine Legislature adjourned on Saturday after a session of 62 days.

The internal revenue receipts during last week amounted to $5,485,000.

At the Nashville election, on Saturday, the Republicans were successful.

Ice gorges are reported in the Western rivers, doing a great deal of damage.

A MOUNTED guard has been placed around the prison where the Fenians, Burke, Shaw and Lasky, are confined.

In the British House of Commons notice has been given of a bill providing for the abolition of the death penalty.

MARQUIS PAUL, formerly French Minister to Russia, has been appointed to Great Britain in the same capacity.

G. W. HUNT, M. P., who resigned his seat when he entered the British Cabinet, has been re-elected from Northamptonshire.

The new law for the regulation of the French press was again under consideration in the Corps Legislatif on Friday.

The North Carolina Convention has adopted an article exempting from execution $1,000 worth of land, &c.

THE new Constitution adopted by the Louisiana Convention was signed on Saturday by 67 of the members, 7 refusing to sign it.

The Finance Committee of New Orleans on the 7th instant telegraphed to New York to stop printing notes.

In the North Carolina Convention, on Saturday, an ordinance was passed directing the payment of the interest on the State debt regularly.

At the election in Memphis, on Saturday, the Republican ticket was successful by a majority of from 500 to 1,000.

It is reported that the Fenian prisoners recently captured at Tipperary have been offered their pardon, on condition that they would leave the Kingdom, and this they refused.

A BILL for the ratification of the treaty just concluded between the United States and the North German Confederation, has been introduced into the Council at Berlin.

JOHN CRIER, a policeman in Memphis, was shot in the leg on Saturday, so as to render amputation necessary, by a burglar whom he was attempting to arrest.

A severe storm occurred at Denver and Cheyenne, and along the Pacific road, on Thursday and Friday last. The snow is four feet deep in some places, and the road is blocked up.

A SEVERE rain storm prevailed in the west and northwest on Friday and Saturday, which damage has been caused, and serious freshets are expected.

A CONSERVATIVE member of the Virginia Convention was expelled on Friday, for refusing to vote for the defranchising clause, and stating that he had a commission in the Confederate army all of its work.

In a recent publication from J. Ross Browne's report of the entire product of the precious metals since 1848, the yield of Nevada, estimated at $50,000,000, was accidentally omitted. This makes the whole sum $1,250,000,000.

The Cocoa's Convention resolved itself into a nominating body on Saturday, and nominated Mr. Bullock for Governor of the State. Many of the members protested against this action, and it has created much excitement.

SEVERAL Thousand Indians are gathered around Fort Laramie, with a view of meeting the Peace Commissioners in the spring. They insist upon the abandonment of the Powder river by the United States Government.

Great excitement exists in St. Louis among the fancy, on account of a challenge sent by Allen to McCool, to fight him on the 17th for $500. McCool's friends dissuade him from the attempt.

THE Austrian Minister of Foreign Affairs, in reply to a Magyar delegation, said he fully realized the importance of preserving friendly relations with all European Powers, and especially with Prussia.

WILLIAM KAHL, a butcher, residing in Louisville, Kentucky, threw his wife upon the floor and shot her, killing her instantly. Kahl attempted to blow his own brains out, and failing in this, tried to make his escape, but was promptly arrested.

A PAPYRUS letter received from Fort Laramie, Kansas, says that White Cloud and his band of Sioux have come for the Spring, and that it is believed there is more probability of making treaties with all of the Sioux Nations this spring than ever before.

At Jefferson City, Mo., on Saturday, a train on the Pacific Railroad ran into a boulder that had been washed on the track, the locomotive was thrown into the Missouri river, killing the fireman and engineer. The cars were thrown from the track, but none of the passengers were injured.

The Debate in the House of Commons on the Alabama Claims.

LONDON, March 7.—In the House of Commons on Friday night, on the order of the day, for going into committee of supply, Mr. Shaw Le Ferre, in rising to call attention to the failure of negotiations with the United States government for the arbitration of the Alabama claims, said that in bringing forward this important subject, he treated it would not be supposed that he desired to take a course which would embarrass the future negotiations of the noble Lord—the foreign Secretary—in his diplomatic correspondence with the government of the United States, by which would add to the complications already existing between the United States and this country. It seemed to him, and to others, however, that some good might arise from the discussion of the subject, if it were conducted with moderation and in the sense of impartiality. He would not ask the House to follow him through a long statement, but there were certain facts and dates with which he must recite the House.

The earnest cause of complaint on the part of the United States government was the issue of Her Majesty's proclamation of neutrality, which was issued on May 12, 1861, on the advice of the law officers of the crown. The fall of Fort Sumter took place on the 14th of April, and was generally considered to be the commencement of the civil war.

Long before that, however, seven of the Confederate States had made great preparations for war, and had virtually separated from the Northern States. The fall of Fort Sumter was followed two days afterwards by the proclamation of President Lincoln, calling out seventy-five thousand men. That was followed by a proclamation from the Confederate States calling on Sixty thousand men, and inviting privateers to apply for letters of marque. The next day President Lincoln proclaimed the blockade of the Southern coast, and announced his intention to treat the crews of the privateers as pirates. These facts reached this country on the third of May, and on the fourth they were published in the *Times*, although it was not until a week later that the official copy reached the Foreign Office. On May sixth her Majesty's government announced to the House that they should recognize the South as belligerents, and on the third month of May, as he had stated, the proclamation of neutrality was issued by the government. The actual blockade was enforced by the North along the coast by the end of April, and from that day forward there were in the prize courts numerous cases of English vessels captured during the blockade, and of vessels of the Southern States captured on the high seas. It was not until sometime afterwards that the Southern flag made its appearance. It was the custom of the American government to take as if all the vessels which carried the Confederate flag had their origin in this country, but there were four cases of Confederate men-of-war or privateers which sailed from Southern ports long before any one was built in this country. The first, it is believed, was a vessel called the Sumter, which escaped from New Orleans, and which, after capturing several prizes off Cuba, put into Trinity on July 29, 1861. This was the first instance in which the Confederate flag had been recognized by the government of this country. Another vessel, the Nashville, also duly commissioned in a Southern port, afterwards sailed on a cruise of depredation, and put into Southampton in November.

It was not until the following year that any complaint was made of a vessel being built and equipped in our ports. In the course of the winter of 1861-62 the Confederate government sent over here a staff of naval officers, with instructions to buy or build vessels of war, their main object being to embroil us with the North. They also raised a considerable loan, out of the proceeds of which these vessels were to be paid for. In due course the Oreto, or Florida, was completed by Messrs. Miller & Co., of Liverpool. The American Minister having made a complaint in respect to this vessel, inquiries were made, and the Collector of Customs, a gentleman who seemed on all occasions to have been easily misled, asserted his belief that she was intended for the Italian government. She cleared for Palermo, and she sailed direct for Nassau there underwent some slight additional alterations, then obtained a notion of her armament, and ran the blockade into Mobile, whence in the time she sailed as a vessel of war, burning and destroying every Federal vessel she fell in with.

In his complaints of the doings of that vessel, Mr. Adams pointed out that another vessel was being built in the Messrs. Laird's yard, also for the Confederates. The Collector of Customs, on being consulted about that vessel, reported that she was obviously intended for war purposes, that her crew did not deny it, but that they refused to carry for whom. On July 21, 1862, affidavits were obtained by the American Consul throwing light upon her intentions. Among them was one from Passmore, who stated that he had been told by Captain Bullock, who superintended the fitting, that the vessel was intended to fight the North. These affidavits the next day, the 22d, were sent to the Foreign Office, by Mr. Adams, and on the 23d the solicitor to the American government, Mr. Sprague, on calling at the foreign office, was informed by Mr. Laird that the papers had been sent on the 22d to the Law Office.

The honorable and learned member for Richmond (Sir R. Palmer, then Attorney-General, had on a previous occasion told him that they only reached him on the 28th. During that interval they appeared to have been left with the Queen's advocate, who, according to the routine of that office, would have given his opinion and sent them on to the Attorney-General. Unfortunately, at that very moment, the Queen's Advocate was suffering from a severe malady, from which it was to be feared he never would recover, and the result was that long delay. This fact had hitherto not been stated in the House, chiefly because the friends of the honorable and learned member for Richmond, but in a conversation between Lord Russell and Mr. Adams, reported in the American diplomatic correspondence, the delay was attributed to that cause; and as it was well known in the States there was no longer any reason for that reserve.

On the 28th, the papers reached the Attorney-General, who at once gave his opinion, and orders were sent the next day to stop the vessel. On the next day unfortunately before the orders for her detention or was executed, the builders got wind of it, and the Alabama got away by a stratagem under the pretense of a trial trip with persons on board, with a party of ladies and music on board, but not without great suspicion of the authorities, of which, he believed, was freely spoken of in Liverpool.

She went to Port Lynas, near Beaumari, where she obtained part of her crew, and then sailed to the Azores, where she was met by another vessel, from which she obtained the rest of her men and armament. When it was discovered that she had escaped, orders were sent to Queenstown and Nassau to detain her, but she avoided those ports, and when she put into a British port in Jamaica she was received as a properly commissioned vessel of war. From that time to the end of her career she never put into a Southern port, but she frequently received large supplies, sometimes in a demonstrative character, in British ports. She destroyed hundreds of American vessels, amounting to flying British colors. Her crew was for the most part English, some of her officers were English, and she was paid for by money raised in England, and the chance of success of the South. Her function was not to land, but to burn and destroy, and from one year she was a kind of firebrand, lighting the sea with bonfires of different merchant vessels. The damage she did was enormous. The like of such an enterprise had never before been known, and scarcely possible until events had given such a signal encouragement to vessels over merchantmen which were for the most part sailing vessels. The name of that vessel, he could not, but feeling, but unfortunately, had contributed, he regretted, and he also regretted when an honorable member had found an apology for her, and said he would rather be the builder of it than make the speeches which the honorable member for Birkenhead had made. (Hear, Hear.)

All these things had entered deep into the hearts of the American people, and had made them unwilling to raising ill-feeling between them and us. (Hear, Hear.)

He supposed there were few now who would not look upon all those who were connected with that vessel, as among the greatest malefactors of the age. Unfortunately, they were brought before a criminal tribunal, and it was perhaps on account of their immunity that other similar attempts were made—some successful, others not so. He need not recall to the memory of the House the case of the iron-clad rams, also built by the Messrs. Laird. The government by that time, had learned that if they foiled in one case the strict line they had taken in the case of the Alabama, vis. of insisting upon strict evidence, to compel the vessel to be kept, and disregarding the surrounding circumstances of vicinity suspicion, the vessels would get away.

In the case of the rams, the government overstepped the line of the law, and detained them on their own responsibility, pending further inquiry, by which would add to the complications already existing between the United States and this country. It seemed to him, and to others, however, that some good might arise from the discussion of the subject, if it were conducted with moderation and in the sense of impartiality. He would not ask the House to follow him through a long statement, but there were certain facts and dates with which he must recite the House.

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[illegible] this country, and in America, to see this question brought to a proper amicable conclusion, and the only question was how that best could be done, and what should be the condition of the arbitration. He would not refer to the manner in which diplomacy had dealt with it. The first matter was the recognition of the belligerent rights of the Southernmost, and Mr. Adams arrived in this country (which they must all regret he would shortly quit) on the very day this proclamation of neutrality was issued. His first task appears to have been to communicate with Lord Russell, and he expressed regret that his British government had decided to issue that proclamation, which at once raised the insurgent States into belligerents. Lord Russell replied that the proclamation was due to the advice of the Law Office of the Crown, and that in recognizing the insurgent States as belligerents, no opinion was expressed on the merits of the war. Mr. Adams, while stating his resolution to resent to that view under other circumstances, intimated that the act appeared to be a little more rapid than the occasion actually called for. At a subsequent period Mr. Adams protested against the course pursued, but in the diplomatic communications no formal objection appeared between the two countries referring to the fact of the protest was to be found, until a very recent period.

Although in letters from Secretary Seward to Mr. Adams there is abundant reference to the matter, such was not the case in regard to the Confederate cruisers. No sooner was it known that the Alabama had escaped, and burning American vessels, than Mr. Adams made a claim against our government for compensation for the damage. He founded the claim on the reminiscence of our government in permitting the escapes, but heard nothing of the question of recognition in connection with it. This was in November, 1862. Complaint was made that we allowed this vessel to enter our ports and that we did not amend our laws when we found them defective. In October, 1863, further information having been received of the number of vessels burned by the cruisers, the correspondence on the subject was resumed, and in the course of that correspondence Mr. Adams for the first time referred to the attention to the British government; but nothing was said about the recognition of belligerent rights, the complaint being confined to the mischiefs of the government in not maintaining the neutrality they professed, and in not putting the foreign enlistment act in force, and thereby preventing those vessels leaving British ports. On that occasion he did not find fault, Lord Russell took notice of the order of arbitration. The noble lord simply sent the claim of Mr. Adams on to Mr. Adams, and the noble lord then stated that the claims had arisen from the conduct of our ships, and that the government was ready to pay the damage, if it was proved that it was the fault