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THE ALABAMA CLAIMS.

THE Missouri Democrat, an administration paper, collects the following from the press of Continental Europe—

Neither in the course of the debate on the Joint High Commission, which sat for two months, nor in any of the clauses of the treaty intended to define the mode of the proceedings and the functions of the tribunal of arbitration, as well as the principles to guide it in its decision, has England raised the least objection to any of the clauses of the treaty presented by the United States. She has rejected all, in the same way, without making any distinction as to the nature of the clauses, and in relation to the decision of a tribunal.—*Moniteur Diplomatique (Paris)*

The fact is that the pretensions of America were perfectly well known. Mr. Gladstone, with his habitual way of foresight, counted upon luck to relieve him from the embarrassment in which the failure of the treaty would place him.—*Gazette de France (Paris)*

We can say, without separating ourselves from the truth, that there is no inconvenience in submitting the American claims for arbitration at Geneva. No one doubts that the arbitration of the American case, not the introduction into the pleading is not contrary to the text of the convention of Washington.—*Moniteur (Paris)*

The treaty is formal, and the protests leave no doubt that the treaty as to the understanding of the claims and the principle by the United States. The tribunal will decide what claims are presentable, and what are the questions to be discussed. The American government demands neither more nor less. It has stated its claims before the court, and awaits the decision. England is not responsible for it, and which are over the first victims of it in their interests. We understand very well that it is not necessary to take in the pecuniary claims presented by the Americans for the prolongation of the war, for the increased rates of insurance, and other pretexts equally impossible to calculate, claims which exceed the amount we owe to a victorious foe. The Americans understood perfectly the value of these claims, and have not the slightest idea of pressing them. But, at the same time, they insist, and with a show of reason, upon their right to interpret the treaty, and it must be acknowledged that the English government has entered upon this affair with a degree of imprudence and of levity which may soon react upon it, and produce a change of ministry.—*Journal des Debats (Paris)*

It is our opinion, given with the utmost impartiality, that there are wrongs on both sides. The government of the United States attempts to introduce into international law an unacceptable doctrine, that of making the costs of war obligatory upon the powers which are not responsible for it, and which are over the first victims of it in their interests. We understand very well that it is not necessary to take in the pecuniary claims presented by the Americans for the prolongation of the war, for the increased rates of insurance, and other pretexts equally impossible to calculate, claims which exceed the amount we owe to a victorious foe. The Americans understood perfectly the value of these claims, and have not the slightest idea of pressing them. But, at the same time, they insist, and with a show of reason, upon their right to interpret the treaty, and it must be acknowledged that the English government has entered upon this affair with a degree of imprudence and of levity which may soon react upon it, and produce a change of ministry.—*Journal des Debats (Paris)*

The wisest course to adopt is to abide by the decision of the Geneva arbitration. It is not necessary to establish, and it can thus re-establish harmony and peace between the parties better than the parties themselves.—*Independence Belge*

If this tribunal is incompetent to decide without the advice of the newspapers whether or not the American claims are preposterous and absurd, then its appointment was a mistake. It is, however, not to be supposed that such one-sided and ill-timed arguments will exert any influence upon it.—*Bastar Nachrichten*

Does this treaty authorize the American government to submit to the tribunal at Geneva the claim for indemnity for indirect losses? The American says yes; the English says no. Impartial persons say that the clause in the treaty does not exclude the American indemnity claim, and therefore they are of the opinion that the difference sought to be brought before the tribunal. The refusal of England to accept arbitration on all the American demands implies a double either in the justice of her cause, or in the impartiality of the arbitrators.—*Constitutionnel (Paris)*

The general opinion that the American demands were absurd has changed, and people are beginning to see that they are justified in the treaty, and the storm is now raging against the British Commissioners.—*Bastar Nachrichten*

The treaty justifies in a formal manner the tribunal at Geneva, in which, as we know, Switzerland is represented by M. Stamplé, in considering all the claims of whatever kind, growing out of the acts of the war. The question is only in what point the tribunal will abide by its decision.—*Berne Helvetia*

pride and governed by popular opinion, have changed their opinion of the question, and put matters in such a light that all that remains for the tribunal to do is to return home. The Washington treaty expressly states in regard to the tribunal that they settle all claims, and supports the American position. Why England acts thus we do not know. Probably she thinks the tribunal is about to give judgment against her.—*Vienna Neue Presse*

England knew that demands were made not only for the acts of the war, but also for indirect losses. One treaty, as she knew, had been rejected because it had no provisions as to this. If the Joint Commissioners had meant to exclude these claims they might have used language clearly stating it, but on the contrary the language is such as to admit them.—*Deutsch Amerikanische Arbeiter Zeitung*

The general European tone is one of warning to England not to break the treaty. What if America has let the affair slumber until Russia declared itself ready. Can not the people on the Rhine see the danger of a war between America and Russia must be, when the fault to the Russian Minister not only has not broken, but has not even loosened these ties? If this is behind the Alabama question, the present at the Foreign Office must be itself.—*Neue Badische Landes-Zeitung*

By Telegraph.

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EASTERN DISPATCHES.

NEW YORK, 16.—American circles in Paris were excited towards the end of February, by the following bit of scandal. A very well known citizen of New York, famous for the fortune he had made by the sale of patent medicines, was in Paris with his wife. They had been there some days, he is extremely addicted to gambling, and his trip abroad was chiefly undertaken to break him from his vice, which is making serious inroads on his fortune. He returned to his room, one morning, about four o'clock. His wife was not in, but he knew where she was to find her, so he went to the house of a Mrs. B. and found that his wife and two men playing cards. The New Yorker flew into a towering rage and upbraided his wife in most intemperate language. She, in turn, accused him of being a gambler, and he, in reply, told her that he had obtained certificates from two or three French physicians who had never seen her husband, declaring that he was insane and should be placed in a lunatic asylum. Around with these she went to Mr. Washburne, and through his intervention made the police arrest her husband and lodge him in a madhouse. Meanwhile Mr. Washburne grew uneasy at the responsibility he had assumed, and next day sent an American doctor to examine the lunatic. The doctor at once discovered his countryman was sane and he was liberated.

The jury disagreed in the suit of Chesapeake and Ohio Canal Company, on account of the West-ferry explosion. The Sheriff, at the request of the Canal Company, was allowed the State Island ferry boat to run until Monday, when if the claims of the sufferers by the disaster are not paid, an attachment will be issued against the ferry company, on account of the West-ferry explosion. The Sheriff, at the request of the Canal Company, was allowed the State Island ferry boat to run until Monday, when if the claims of the sufferers by the disaster are not paid, an attachment will be issued against the ferry company, on account of the West-ferry explosion.

WASHINGTON, 16.—The nomination of Colonel Coey, as appraiser of San Francisco, was made on the President's personal responsibility. It will not be supported by a single member of the California delegation.

The Mormon delegate, Hooper, having introduced a bill granting the Utah Central railroad company the right of way for a railroad to southern Utah, he introduced a conflicting bill granting similar rights to Alexander B. Baldwin, Lewis Gladstone and others, California and European capitalists, with permission to build northward.

The President now has before him for approval, Burt's bill to allow all bona fide land preceptors, who file declaratory statements after passage, one year to make proof and payment.

Boston, 16.—A majority of the Massachusetts legislative committee on the subject, have reported a resolution for an amendment to the constitution to allow a vote on the question of holding office.

WASHINGTON, 16.—Security having been made concerning the views of Dawes and Garfield with respect to the Cincinnati convention, it is ascertained that the course of vote and action in the case of the majority toward them concerning the investigation into alleged abuses had excited much sympathy. Garfield said that while he was not a candidate for anything that could be construed into hostility to Grant, he had been always in favor of an investigation of the charges against public officers.

CHICAGO, 16.—Henry Volk, a policeman, quarreled with his wife this p.m., and drawing his revolver tried to shoot her. She fled from the house, when he turned the pistol to his own head and fired with fatal effect.

A man named McConnell, of Boise City, Idaho, asserts that John McDevitt, the well-known billiard player, who was supposed to have been killed in the fire in Chicago, is alive and well in Boise City. McConnell claims to know McDevitt well, and it is impossible he can be mistaken.

EUROPEAN.

PARIS, 16.—A dispatch from Cannes announces the death in that town of Gustave Estache, formerly member of Congress from Lyons, and now a member of the Senate. He was a close friend of Secretary to Silldell when he was confederate commissioner to France. The assembly committee submit a report recommending that Marshal Bismarck be ostracized for his surrender of Metz.

municipal authorities of Dover and the English public in general a grand scheme, which appears to be feasible, for running steam ferries, carrying railway trains, from Dover to Calais. The originator of the scheme is Mr. John Fowler, who, in his evidence before a committee of the House of Commons last year, stated that he had been considering the subject since 1864. It will be useful to remember that the mail steamers running between Dover and Calais are present are 190 feet long and 25 feet wide, and those between Folkestone and Boulogne 211 feet long and 24 feet wide. The time occupied in performing this journey at present may be taken at about an hour and three-quarters between Dover and Calais, and about two hours and a half between Folkestone and Boulogne. Mr. Fowler proposes to perform the journey under the hour, and to turn the train direct on to the boat by means of hydraulic hoists. His boats however, are to be something enormous, namely, 5,000 tons burden, 450 feet long, 57 feet in breadth of beam, and 12 feet wide over the paddle-boxes. A railway train of average size weighs from 150 to 200 tons, of this mere necessary ballast for such a ferry would be 100 tons. The trains of the South Eastern and the London, Chatham, and Dover railways will be joined together before they are put on to the new line, and calculated that twelve carriages on the upper deck, with the means of putting either twelve baggage cars or eight additional carriages when it is desired to use the lower deck for a goods train, to put that on board in five minutes more. It must be understood that the ferryboat will be lying in the harbor, and the train will be lowered into the water by means of a glass roof, into which both train and boat will run. The train once on board, the carriage can open his carriage door, and either betake himself to a private cabin at his side, or can walk to a handsome restaurant, or can mount to the upper deck. The train occupies the center of a deck saloon, exactly as the dinner table does in ordinary steamboats, and on each side of the train are cabins. Above the long cabin of the train is an upper deck for promenade in fine weather. Mr. Abernethy, who has been associated with Mr. John Fowler in this matter for many years, laid some stress in his evidence before the committee on the advantage to passengers of escaping the run down the slipway, and the danger of the train to the boat, and explained with great clearness how this will be accomplished. The railway carriages will pass from the harbor to the harbor by a hydraulic lift, and according to the state of the tide the lift will be lowered to any required level, to enable the train to be passed directly on to the midship deck of the steamer. The second pier, or breakwater, at Dover will afford an enormous anchorage for ships; for it will, in conjunction with the existing pier, which it is proposed to make longer, give a large inclosure of smooth water in which the steam ferry boats will find a harbor in all weathers and at all seasons of the tide. The point of embarkation on the French coast is to be between Boulogne and Calais, and has been settled after much deliberation and discussion. The estimated outlay for the alterations at Dover, and of the steam ferry-boats, is \$500,000, exclusive of the cost of the harbor works, and of the French coast, which the government of that country is expected to defray. The time for completing the works and for having the ferry-boats running is put at three years from the period at which the work is begun; and Mr. Laird, Mr. John Penn, Mr. Sandhu and others are supporters of the scheme. Together, the channel ferry is likely to be an accomplished fact within the next five years, and to lessen very much the discomfort of crossing the channel.—*Ex.*

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