transport, and started on our return, our object having in the main been accomplished.

My loss was in the infantry seven killed, sixteen wounded, and four wounded and missing. In the cavalry, one killed, and one (a recent recruit) missing. All of the wounded except three will be fit for duty in a few days.

I cannot accurately judge of the enemy's loss, but am confident it exceeds one hundred in killed and wounded, including the loss he sustained in his first ineffectual charge. I also captured from him thirteen prisoners, including one commissioned officer and one sergeant. We also took a number of good horses, and brought away several freedmen.

The following is a list of killed and wounded:
Killed: Privates Benjamin Sanderson and Ole Hanson, company B; private Henry W. Farnsworth, company C; First Sergeant Corydon D. Bevans, and private Clark D. Harding, company E; Corporal George H. Peaslee, company H; private Washington J. Smith, company I.
Wounded and missing: Privates George Brewer and William Shearer, company B; private Andrew Brigham, company G; private John Pope, company I.
Wounded: Sergeant Albert G. Hunt, First Sergeant Henry Durant, Corporal Edward Frygang, and private William F. Ingham, company B; Corporal Lewis Kimball, and privates James B. Chapin, Henry W. Wallace, and Orin Case, company C; Corporals Isaac Laurer and Albert G. Leach, company E; private Albert R. Pierce, company G; privates Rollin O. Crawford and John Eaton, company H; privates Joseph Markling and Andrew Clark, company I; Quartermaster Sergeant Herman D. Pettibone.

Seven killed, four wounded and missing, sixteen wounded. Total casualties, twenty-seven.

Eight cavalry, Missouri volunteers: John E. Mode, company I, killed; —— Buckner, company I, missing. Total killed, eight; wounded and missing, five; wounded, sixteen; whole loss, twenty-nine.

A few men were left as a guard on the transport, and some were used in guarding prisoners; so that the whole number of men I had engaged was only one hundred and eighty.

The moral effect of this battle is greatly on our side, showing as it does, that, with a very small force we are able to defy the combined numbers of the enemy which has been left to hold sway in that fine region of country, and that he is liable to be struck from unexpected sources.

The conduct of the officers and men of my command was eminently heroic and prudent. Their efficiency and skill were what I had reason to expect from accomplished and well-disciplined soldiers. Their emulous valor equaled the Spartan standard. The result of their hard-fought contest shows what a resource there is in courage, and what power there is in discipline.

The place to which we marched, is one hundred and sixty-eight miles from Little Rock, and we made the expedition and returned to this place, and had resumed our ordinary duties here inside of three days.

I am obliged to the Quartermaster's department for promptitude in furnishing transportation; also to the commanders of the gunboat and transport for their promptitude and assistance.

I have the honor to be, very respectfully, your obedient servant,

C. C. ANDREWS.*
Colonel Third Minnesota Vol. Infantry, Commanding Expedition.

BRIGADIER-GENERAL L. THOMAS,
Adjutant-General United States Army.

DESTRUCTION OF THE ALABAMA.

REPORT OF CAPTAIN JOHN A. WINSLOW.

UNITED STATES STEAMER KEARSARGE, Chebourg, France, June 19 P.M., 1864.

Sir: I have the honor to inform the department that the day subsequent to the arrival of the Kearsarge off this port, on the twenty-fourth instant, I received a note from Captain Semmes, begging that the Kearsarge would not depart, as he intended to fight her, and would delay her but a day or two.

According to this notice, the Alabama left the port of Cherbourg this morning at about half-past nine o'clock. At twenty minutes past ten A.M., we discovered her steering toward us. Fearing the question of jurisdiction might arise, we steamed to sea until a distance of six or seven miles was attained from the Cherbourg breakwater, when we rounded to and commenced steaming for the Alabama.

As we approached her, within about one thousand two hundred yards, she opened fire, we receiving two or three broadsides before a shot was returned. The action continued, the respective steamers making a circle round and round at a distance of about nine hundred yards from each other. At the expiration of an hour the Alabama struck, going down in about twenty minutes afterward, carrying many persons with her.

It affords me great gratification to announce to the department that every officer and men did their duty, exhibiting a degree of coolness and fortitude which gave promise at the outset of certain victory.

I have the honor to be, most respectfully, your obedient servant,

JOHN A. WINSLOW,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

REPORT OF CASUALTIES.

UNITED STATES STEAMER KEARSARGE, Chebourg, France, June 20, 1864.

Sir: I inclose herewith the surgeon's report of the casualties on board this vessel in the late action with the Alabama.

Although we received some twenty-five or thirty shots, twelve or thirteen taking effect in the hull, by the mercy of God we have been

* See Document 128, Vol. VIII.
spared the loss of any one life, whereas in the case of the Alabama, the carnage, I learn, was dreadful.

The ships were about equal in match, the tonnage being the same. The Alabama carrying one hundred pounder rifle, with one heavy sixty-eight-pounder, and six broadside thirty-two pounders. The Kearsarge carrying four broadside thirty-two pounders, two eleven-inch, and one twenty-eight pounder rifle—one gun less than the Alabama.

The only shot which I fear will give us any trouble, is one hundred pound rifle, which entered our stern-post, and remains at present unexploded.

It would seem almost invidious to particularize the conduct of any one man or officer, in which all had done their duty with a fortitude and coolness which cannot be too highly praised; but I feel it due to my Executive Officer, Lieutenant Commander Thornton, who superintended the working of the battery, to particularly mention him for an example of coolness and encouragement of the men while fighting, which contributed much toward the success of the action.

I have the honor to be, very respectfully, your obedient servant,

John A. Winslow,

Captain.

Hon. Gideon Welles,
Secretary of the Navy, Washington, D. C.

United States Steamer Kearsarge, Cherbourg, France, Afternoon, June 19, 1864.

Sir: I report the following casualties resulting from the engagement this morning with the steamer Alabama:

John W. Dempsey, quarter-gunner, compound comminuted fracture of right arm, lower third, and fore-arm. Arm amputated.

William Gowin, ordinary seaman, compound fracture of left thigh and leg. Seriously wounded.

James Macbeth, ordinary seaman, compound fracture of left leg. Seriously wounded.

I am, very respectfully, your obedient servant,

John M. Browne,
Surgeon United States Navy.

Captain John A. Winslow,
Commanding U. S. Steamer Kearsarge, Cherbourg.

Letter from the Secretary of the Navy.

Navy Department, July 6, 1864.

Sir: Your very brief despatches of the nineteenth and twentieth ultimo, informing the department that the piratical craft Alabama, or 290, had been sunk on the nineteenth of June, near meridian, by the Kearsarge, under your command, were this day received. I congratulate you on your good fortune in meeting this vessel, which had so long avoided the fastest ships, and some of the most vigilant and intelligent officers of the service; and for the ability displayed in this combat you have the thanks of the department.

You will please express to the officers and crew of the Kearsarge the satisfaction of the Government at the victory over a vessel superior in tonnage, superior in number of guns, and superior in the number of her crew. The battle was so brief, the victory so decisive, and the comparative results so striking, that the country will be reminded of the brilliant actions of our infant navy, which have been repeated and illustrated in this engagement.

The Alabama represented the best maritime effort of the most skilled English work-shops. Her battery was composed of the well-tried thirty-two pounders of fifty-seven hundred weight, of the famous sixty-eight pounder of the British navy, and of the only successful riddled one hundred pounder yet produced in England. The crew were generally recruited in Great Britain, and many of them received superior training on board her Majesty's gunnery ship, the Excellent.

The Kearsarge is one of the first gunboats built at our navy-yards at the commencement of the rebellion, and lacks the improvements of vessels now under construction. The principal guns composing her battery had never been previously tried in an exclusively naval engagement, yet in one hour you succeeded in sinking your antagonist, thus fully ending her predatory career, and killed many of her crew, without injury to the Kearsarge, or the loss of a single life on your vessel. Our countrymen have reason to be satisfied that in this, as in every naval action of this unhappy war, neither the ships, the guns, nor the crew have been deteriorated, but that they maintain the abilities and continue the renown which ever adorns our naval annals.

The President has signified his intention to recommend that you receive a vote of thanks, in order that you may be advanced to the grade of commodore.

Lieutenant Commander James S. Thornton, the Executive Officer of the Kearsarge, will be recommended to the Senate for advancement ten numbers in his grade, and you will report to the department the names of any others of the officers or crew whose good conduct on the occasion entitles them to especial mention.

Very respectfully,

Gideon Welles,
Secretary of the Navy.

Captain John A. Winslow, U. S. N.,
Commanding U. S. Steamer Kearsarge, Cherbourg, France.

United States Steamer Kearsarge, Cherbourg, France, June 21, 1864.

Sir: I have the honor to inclose herewith reports of the executive officer, chief-engineer, boatswain, and gunner of this vessel, with a copy of log-book containing minutes of the action.

I fully coincide in the recommendations of the executive officer, and such cases as deserve special reference to will be subject of further communication.

I have the honor to be, very respectfully, your obedient servant,

John A. Winslow,

Captain.

Hon. Gideon Welles,
Secretary of the Navy, Washington.

United States Steamer Kearsarge, Port of Cherbourg, June 21, 1864.

Sir: I have the honor to forward you the reports of the damage sustained in the different de
parts of this vessel during the recent action with the Alabama.

In connection with this engagement, I take great pleasure in informing you officially that the conduct of both men and officers equalled in every respect my most sanguine expectations. In the gun divisions the utmost coolness prevailed throughout the action; the details of the manual of exercise being as carefully attended to as if in ordinary exercise, and to this cause may be attributed the excellent condition of the guns and gear after a rapid firing of an hour's duration. The powder division received my particular attention, and important service was promptly and thoroughly rendered. The circumstances under which the battle was fought afforded no opportunity of displaying special acts of individual heroism; but, while every man and boy in the ship displayed the utmost coolness, zeal, and courage, there were some who, by their position and peculiar duties, attracted special attention and deserve special mention.

The marines fought the rifle-gun upon the top-gallant forecastle, under the charge of Acting Master's Mate Charles H. Danforth. The action on our part was commenced by this gun, and its fire was rapid and effective throughout. The high reputation of their service was nobly sustained by the marine guard of this ship. The boatswain, James C. Walton, was observably active and efficient. Gunner E. A. Graham's duties were all performed efficiently, and merit commendation. The carpenter's mate, Mark G. Ham, is well known to you, sir, as a faithful and competent man. His conduct in the battle was distinguished by the cool and intelligent performance of his duties. It is unnecessary for me to call your attention to the officers commanding the gun or master's divisions, as their duty was performed under your own eye. I am happy to commend Acting Master's Mate Ezra Bartlett, in charge of the shell supply, for his coolness and efficiency.

In the surgeon's department every arrangement that experience or humanity could suggest was made for the comfort of the wounded. Fortunately, we have but three of our own crew in that condition; but after the action, the wounded of the enemy, numbering fifteen persons, were consigned to the care of Surgeon J. M. Browne, who was entirely without professional assistance. The duties of his department were thereby rendered extremely arduous, but were coolly and successfully performed.

William Gowin, ordinary seaman, was severely wounded by the explosion of a shell. He dragged himself to the forward hatch, refusing to allow the men to leave his gun for the purpose of assisting him. His cheerful willingness to sacrifice his life for victory's sake was expressed in terms that animated and encouraged others. John W. Dempsey, quarter-gunner, wounded at the same time, losing an arm, displayed similar heroism. James McBeth, ordinary seaman, another of the wounded men, displayed both courage and patience. All the men on the sick-list voluntarily went to their quarters and rendered such service as they were able to perform.

The engineer's division was admirably and efficiently conducted, under the command of Chief-Engineer W. H. Cushman. Sidney L. Smith and Henry McConnell, third assistant engineers, were stationed on deck, and their conduct came immediately under my observation. It was distinguished by coolness and vigilance. The other assistants, Mr. W. H. Badlam and Mr. E. L. Miller, were on duty in the engine and fire-rooms, and, judging from the prompt manner in which the orders from the deck were executed, I know that their duties were creditably performed. The ship is indebted to Paymaster J. A. Smith for efficient service during the action. His clerk, Mr. D. B. Sargent, performed his duty on deck in the third division. The Orderly Sergeant, C. T. Young, the Master-at-Arms, Jason R. Watrous, also deserve special mention for admirable performance of their duty. I will hand you the names of those men specially mentioned by divisional officers, as soon as I receive them.

In conclusion, sir, let me congratulate you on the success of your plan of battle, and compliment you on the skill and judgment displayed in its execution.

I am, sir, very respectfully, your obedient servant,

JAMES S. THORNTON,
Lieutenant Commander and Executive Officer.

JOHN A. WINSLOW,
Captain, Commanding U. S. Steamer Kearsarge.

UNITED STATES STEAMER Kearsarge, | CHERBOURG, June 21, 1864.

SIR: I respectfully report that the only injury received in the engine department during our engagement with the Alabama on the nineteenth instant was to the smoke-pipe, which was perforated through both sections by a one hundred pound rifle-shell, which exploded as it was coming through, tearing out a ragged hole of about three feet in diameter, carrying away three of the chain-guys; and to the top of the engine-room hatch, which was cut completely through and across by a shell. I would further report that all the assistant engineers, and the firemen and coal-heavers, behaved with perfect coolness, and were attentive to their duty during the action; and that, to the self-possession and attention of Second Assistant Engineer William II. Badlam in the management of the engines, Third Assistant Engineer Frederick L. Miller, in charge of the boilers, Third Assistant Engineer Sidney L. Smith, on deck, at the fire and hot-water hose, and Third Assistant Engineer Henry McConnell, at the engine signal-bell, the efficiency of the engine department is to be attributed. I would also mention first-class fireman Joseph Dugan for his coolness and competency in assisting Mr. Miller in fire-room; first-class firemen Jerry Young, William Smith, Benjamin H. Blaisdell, William H. Donnelly, in assisting Mr. Badlam in charge of the engines; and first-class fireman True W. Priest, for quickness and attention in charge of
the after fire-hose during the alarm of fire in the action. Very respectfully,

WILLIAM H. CUSHMAN,
Chief Engineer.

Captain John A. Winslow, U. S. N.,
Commanding.

UNITED STATES STEAMER KEARSARGE,
CHERBOURG, June 20, 1864.

SIR: I respectfully submit to you a statement of injuries sustained by the United States steamer Kearsarge in her hull, sails, rigging, etc., during our late engagement with the rebel steamer Alabama on the nineteenth instant, off this port.

In hull.—One shot in starboard gangway; cut chain and brused plank. One shell under waist-gun; cut chain and exploded, cutting outside planking. One shell under starboard main channels; cut off chain-plate, going through and exploding. One thirty-two pounder solid shot; entered forward of forward pivot port; shot lodged inside, crushing water-ways. One one hundred pounder rifle shell; lodged in stern-post. One shell through top of the engine-house. One shell through port netting, abreast main rigging. One shot and two shells through port netting, forward of mizen rigging. One shell through smoke-stack, exploding inside stack. Two shots through taffrail. One shot through netting, forward of mizen rigging on starboard side.

In sails.—Spanker badly torn by shell. In rigging.—Fore-topmast backstay carried away. One shroud in main rigging cut away. One screw in port main rigging. Starboard maintopmast backstay cut away. After shroud, starboard side of the main-topmast rigging. Starboard swifter of mizen rigging. One screw in port main rigging. One plate in starboard main channels.

Boats.—Third cutter, one shot through bottom; starboard gunwale shot away. Gig, badly shattered.

The spars are all in good order.

Respectfully,

J. C. WALTON,
Boatswain.

J. S. THORNTON,
Lieutenant Commander and Executive Officer.

UNITED STATES STEAMER KEARSARGE,
CHERBOURG, June 20, 1864.

SIR: I respectfully submit the following report of the expenditure of ordnance stores on board of this ship during the engagement with the rebel steamer Alabama, on the nineteenth instant:

Fifty-five fifteen-pound service charges; fifty-five eleven-inch five-second shell; sixty-six pound service charges; eighteen thirty-two pounder five-second shell; forty-two thirty-two pound solid shot; forty-eight two and a half pound service charges, rifle; forty-eight rifle percussion-shell; one hundred friction-primers; two hundred and forty percussion-primers.

Fixed ammunition for boat howitzer: nine shrapnel, Bormann fused; one canister.

Recapitulation.—Duration of action, sixty-five minutes. Number of rounds eleven-inch, fifty-five; number of rounds thirty-two pounder, sixty; number of rounds thirty-pounder rifle, forty-eight; number of rounds twelve-pounder howitzer, ten; total, one hundred and seventy-three.

Very respectfully,

FRANKLIN A. GRAHAM,
Gunner United States Steamship Kearsarge.

JAMES S. THORNTON,
Lieutenant Commander and Executive Officer.

EXTRACT FROM LOG-BOOK.

Moderate breeze from the westward. Weather be. At ten, inspected crew at quarters. At twenty-minutes past ten, discovered the Alabama steaming out from the port of Cherbourg, accompanied by a French iron-clad steamer, and a fore-and-aft rigged steamer, showing the white English ensign and a yacht-flags. Beat to general quarters, and cleared the ship for action. Steamed ahead, standing off shore. At fifty minutes past ten, being distant from the land about two leagues, altered our course and approached the Alabama.

At fifty-seven minutes past ten, the Alabama commenced the action with her starboard broadside at one thousand yards range. At eleven, we returned her fire and came fairly into action, which we continued until meridian, when, observing signs of distress in the enemy, together with a cessation of her fire, our fire was withheld. At ten minutes past twelve, a boat with an officer from the Alabama came alongside and surrendered her vessel, with the information that she was rapidly sinking, and a request for assistance. Sent the launch and second cutter, the other boats being disabled by the fire of the enemy. The English yacht, before mentioned, coming within hail, was requested by the captain to render assistance in saving the lives of the officers and crew of the surrendering vessel. At twenty-four minutes past twelve, the Alabama went down in forty fathoms water, leaving most of her crew struggling in the water. Seventy persons were rescued by the boats. Two pilot-boats and the yacht also assisted. One pilot-boat came alongside of us, but the other returned to the port. The English yacht steamed rapidly away to the northward, without reporting the number of our prisoners she had picked up. Holstered up our boats and three of the enemy's cutters. Repaired the rigging temporarily. Took a French pilot, and steamed away to Cherbourg. At ten minutes past three, let go the port-anchor in seven fathoms water, and veered to thirty fathoms chain.

CONDUCT OF THE DEERHOUND.

SIR: I have the honor to report that toward the close of the action between the Alabama and this vessel, all available sail was made on the former for the purpose of again reaching Cherbourg. When the object was apparent, the Kearsarge was steered across the bow of the Alabama for a raking fire; but before reaching this point the Alabama struck. Uncertain whether
Captain Semmes was not using some ruse, the Kearsarge was stopped. It was seen, shortly afterward, that the Alabama was lowering her boats, and an officer came alongside in one of them to say that they had surrendered, and were fast sinking, and begging that boats would be despatched immediately for saving of life. The two boats not disabled were at once lowered, and as it was apparent the Alabama was settling, this officer was permitted to leave in his boat to afford assistance. An English yacht, the Deerhound, had approached near the Kearsarge at this time, when I hailed and begged the commander to run down to the Alabama, as she was fast sinking, and we had but two boats, and assist in picking up the men. He answered affirmatively, and steamed toward the Alabama, but the latter sank almost immediately. The Deerhound, however, sent her boats, and was actively engaged, aided by several others which had come from shore. These boats were busy in bringing the wounded and others to the Kearsarge, whom we were trying to make as comfortable as possible, when it was reported to me that the Deerhound was moving off. I could not believe that the commander of that vessel could be guilty of so disgraceful an act as taking our prisoners off, and therefore took no means to prevent it, but continued to keep our boats at work rescuing the men in the water. I am sorry to say that I was mistaken. The Deerhound made off with Captain Semmes and others, and also the very officer who had come on board to surrender. I learnt subsequently that the Deerhound was a consort of the Alabama, and that she received on board all the valuable personal effects of Captain Semmes the night before the engagement.

I have the honor to be, very respectfully, your obedient servant, John A. Winslow.

Hon. Gideon Welles, Secretary of the Navy.

I, J. D. Wilson, late lieutenant on board the Alabama, captured in the action off Cherbourg by the United States steamer Kearsarge, on the nineteenth of June, 1864, do solemnly affirm my sacred word of honor not to bear arms against, or otherwise operate against, the interests of the Government of the United States in any manner whatsoever, until I shall have been regularly exchanged.

Signed and given on board the United States steamer Kearsarge, July thirteenth, 1864.

Joseph D. Wilson,
Lieutenant Confederate States Navy.

Witness: S. E. Hartwell,
Captain's Clerk.

United States Steamer Kearsarge,
June 19, 1864.

We, the undersigned, officers of the late so-called Confederate States steamer Alabama, now prisoners of war on board the United States steamer Kearsarge, do hereby pledge our sacred word of honor not to engage in arms, or otherwise employ ourselves against the interests of the Government of the United States of America until we shall be regularly exchanged.

Francis L. Galt,
Surgeon C. S. Navy, and late Acting Paymaster C.S.S. Alabama.

In presence of J. Adams Smith, Paymaster, United States Navy.

United States Ship Kearsarge, Port of Cherbourg, France, June 19, 1864.

We, the seamen and others, lately belonging to the steamer Alabama, and captured in the action between that vessel and the United States steamer Kearsarge, off this port, on the nineteenth day of June, 1864, now prisoners of war, do hereby solemnly pledge our sacred word of honor not to engage in arms against, or otherwise employ ourselves against, the interest of the Government of the United States of America, until we shall be regularly exchanged.

William Clarke, seaman; William McKenzie, cookswain; James Broderick, cookswain; William Forrestall, quartermaster; John Emery, ordinary seaman; William Wilson, cookswain; Edward Rawes, master-at-arms; Henry Tucker, officers' cook; David Leggett, seaman; Frank Currian, first-class fireman; Henry Godson, ordinary seaman; Samuel Henry, seaman; John Orrington, first-class fireman; Edgar Tripp, ordinary seaman; David Williams, ordinary seaman; Richard Parkinson, officers' steward; William Barnes, quarter-gunner; George Freemantle, quartermaster; John Russell, seaman; Henry Hestake, ordinary seaman; Thomas Watson, ordinary seaman; John Johnson, ordinary seaman; John Smith, seaman; Henry McCoy, seaman; Thomas Parker, boy; James Ochre, seaman; Edwin Burrell, seaman; James Higgs, seaman; Patrick Bradley, fireman; Match Mudiek, ordinary seaman; William Miller, ordinary seaman; John Benson, coal-heaver; Joseph Pruson, coal-heaver; James Maguire, coal-heaver; John Casen, seaman; Henry Higgin, seaman; Frank Hammonds, seaman; Nicholas Adams, landsman; Michael Shields, seaman; Peter Laperty, second
class fireman; George Conroy, ordinary seaman; David Thurston, seaman; Thomas Brandon, ordinary seaman; Richard Evans, ordinary seaman; Thomas Potter, second-class fireman; John Wilson, boy; James Clemens, yeoman; George Peasey, seaman; John Riley, fireman; Henry Yates, seaman; James Wilson, boy.

In presence of

J. Adams Smith,
Paymaster, United States Navy.
John M. Browne,
Surgeon, United States Navy.

OFFICERS AND SEAMEN ESPECIALLY MENTIONED.

United States Steamer Kearsarge, Cherbourg, France, June 25, 1864.

Sir: I have the honor to inclose herewith a list of the names of the men who, during the engagement of the Alabama and Kearsarge, exhibited marked coolness and good conduct, and for such have been recommended by the divisional commanders as deserving special reference to.

It affords me pleasure to report that William Smith, quartermaster, was captain of the eleven-inch gun which, according to the rebel accounts, did such execution that a reward was offered by Captain Semmes to silence his gun. Smith is well worthy, both from education and otherwise, to the appointment of a master's mate.

John F. Bickford, who, during the engagement and from long example and good conduct, and also education, is entitled to this reward.

Both of these men are so highly spoken of by the officers, that it is but their due that my report should refer in a special manner to them.

I have the honor to be, very respectfully, your obedient servant,

John A. Winslow, Captain.

Hon. Gideon Welles, Secretary of the Navy, Washington, D. C.

P.S.—I omitted to state that the carpenter's mate of this vessel, Mark G. Ham, of Portsmouth, is most particularly recommended for promotion by the executive officer. He is, in my opinion, fully entitled to it from his conduct in the action, but not more than from his faithful and ever-willing performance of duty during the cruise.

James Haley, captain forecastle; John F. Bickford, captain top; Charles A. Read, coxswain; William Smith, quartermaster; William Bond, boatswain's mate; Charles Moore, seaman; George Harrison, seaman; Thomas Perry, boatswain's mate; John Hayes, coxswain; George E. Read, seaman; Robert Strahan, captain top; James H. Lee, seaman; Joachin Pease, colored, seaman; William B. Poole, quartermaster; Michael Aheam, paymaster's steward; Mark G. Ham, carpenter's mate.

PRISONERS LANDED AT CHERBOURG UNDER PATROL.

United States Steamer Kearsarge, Cherbourg, France, July 5, 1864.

Sir: I have the honor to inclose herewith a list comprising the names of prisoners from the Alabama, landed at Cherbourg under parol not to serve against the United States.

The Alabama brought into Cherbourg a crew of one hundred and forty-nine in number, all told.

It is supposed that she received an addition, as several officers and others were arrested by the police of Cherbourg, endeavoring to evade the laws by joining her.

I have the honor to be, very respectfully,

John A. Winslow, Captain.

Hon. Gideon Welles, Secretary of the Navy.

United States Steamer Kearsarge, Port of Cherbourg, France, June 19, 1864.

We, the wounded prisoners of war, late seamen and others on board the Alabama, captured in the action of Cherbourg by the United States steamer Kearsarge, on the nineteenth of June, 1864, do solemnly affirm, upon our sacred word of honor, that we will not bear arms against, or otherwise operate against, the interest of the Government of the United States in any manner whatsoever, until we shall have been regularly exchanged.

Names.

Thomas x Winter,
second-class fireman.

Jacob x Vorbor,
seaman.

John x Neat,
seaman.

Robert x Wright,
captain maintop.

Wm. x McGinley,
coxswain.

Wm. x McGuire,
captain foretop.

Martin x King,
first-class fireman.

Saml. x Williams,
first-class fireman.

Peter x Hughes,
boatswain's mate.

Robert x Devine,
ordinary seaman.

Witnesses.

J. Adams Smith, paymaster.
John M. Browne, surgeon.

J. Adams Smith, paymaster.
John M. Browne, surgeon.

J. Adams Smith, paymaster.
John M. Browne, surgeon.

J. Adams Smith, paymaster.
John M. Browne, surgeon.

J. Adams Smith, paymaster.
John M. Browne, surgeon.
Sir: I have the honor to inclose the certificate of death of William Gowin, one of the wounded in the late action of this ship with the Alabama. He was a brave and gallant sailor, and by his cheerfulness, when suffering under a most excruciating wound, afforded a most encouraging example.

When the cheer was heard on the surrender of the Alabama, he insisted that the doctor should go up and join, saying he would be willing to bear a dozen such wounds to hear that cheer.

I have the honor to be, very respectfully, your obedient servant,

Hon. Gideon Welles, 
Secretary of the Navy.

SIR: The department will recommend to Congress to appropriate for distribution on board the Kearsarge the value of the Alabama, and you will please send a muster-roll of your ship, and all the information you can obtain as to the armament of the Alabama, and her complement of officers and men.

You do not inform the department of the circumstances under which the yacht Deerhound was permitted to act as a tender to the Alabama, and carry off your guns, the pirate captain and his first lieutenant, and many of his crew. I notice, by the last mail from England, that it is reported you have paroled the foreign pirates captured on board the Alabama; I trust you have not committed this error of judgment. They should be held at every sacrifice, and either sent home in the St. Louis, or brought here by yourself.

Very respectfully, etc., Gideon Welles, Secretary of the Navy.

Commanding United States Steamer Kearsarge, Cherbourg, France.

SIR: Your despatch of the twenty-first ultimo (No. 21) is received, stating your efforts to save the lives of the survivors of the Alabama, after the battle of the nineteenth of June, and after the formal surrender and destruction of that vessel. Your efforts in the cause of humanity, in striving to rescue these men, most of them aliens, who have, under their ignoble leader—himself a deserter from our service and a traitor to our flag—been for nearly two years making piratical war on unarmed merchantmen, are rightly appreciated.

It is to be regretted that the confidence and generous sympathy which you exercised, and which would actuate all honorable minds under similar circumstances, should have been so requited and abused by the persons on board the Deerhound, an English vessel, of the royal yacht squadron.

That the wretched commander of the sunken corsair should have resorted to any dishonorable means to escape after his surrender; that he should have thrown overboard the sword that was no longer his; that before encountering an armed antagonist, the mercenary rover should have removed the chronometers, and other plunder stolen from peaceful commerce, are not matters of surprise, for each act is characteristic of one who has been false to his country and flag. You could not have expected, however, that gentlemen, or those claiming to be gentlemen, would, on such an occasion, act in bad faith, and that having been called upon or permitted to assist in rescuing persons or property which had been surrendered to you, would run away with either. It is now evident that your confidence in the Deerhound, and the persons connected with her, was misplaced.

The department commends your efforts to save the lives of drowning men, although they had been engaged in robbing and destroying the property of those who had never injured them. In paroling the prisoners, however, you committed a grave error.

The Alabama was an English-built vessel, armed and manned by Englishmen; has never had any other than an English register; has never sailed under any recognized national flag since she left the shores of England; has never visited any port of North-America, and her career of devastation, since she went forth from England, is one that does not entitle those of her crew who were captured to be paroled. This department expressly disavows that act. Extreme caution must be exercised, so that we in no way change the character of this English-built and English-manned, if not English-owned vessel, or relieve those who may be implicated in sending forth this robber upon the seas from any responsibility to which they may be liable for the outrages she has committed.

Very respectfully, your obedient servant, Gideon Welles, Secretary of the Navy.

Captain John A. Winslow, Commanding United States Steamer Kearsarge, Cherbourg, France.

SIR: I have the honor to inclose herewith copies of two communications.

On receipt of the letter of Mr. Adams, and deeming the circumstances warranted it, I paroled Mr. Wilson, handing to him the note, a copy of which is forwarded.

I am, very respectfully, your obedient servant, John A. Winslow, Captain.

Hon. Gideon Welles, Secretary of the Navy, Washington, D. C.

The conduct of Joseph D. Wilson, late lieutenant on board the Alabama, has been so honorable, first in presenting himself on board the Kearsarge, and surrendering himself, when it was
in his power to have gone on board the Deerhound, and gained his liberty in the dishonorable manner which others had taken; and again, in his repudiation of the means pursued by those who obtained their liberty in this way, and his deportation while a prisoner having been of the same honorable standard, at the instance of Mr. Adams, Minister of the United States at the Court of St. James, I have paroled the said Wilson, and, feeling a full confidence and trust in his word and honor, I recommend that all privileges that can be given a prisoner of war should be extended to him, believing fully he will never violate any obligation which he pledges himself to fulfill.  

John A. Winslow,  
Captain.  

London, July 18, 1864.

My Dear Sir: Mr. Wilson, one of the persons taken at the time of the action with the Alabama, and now a prisoner on parole in your ship, has called to see me, to ask a word from me to you in favor of giving him his liberty on parole.

I decline to assume any authority with you in regard to the disposition you think proper to make of your prisoners. At the same time, I have reason to suppose that this young gentleman has acted honorably in this business, by recognizing his obligations, and therefore I should regret that he should experience no more liberal treatment in return, than one who disregarded them would deserve.

Under the circumstances, if in your judgment this case, for any reason of the health of the person, or any other good cause, is one in which you can make an exception, having a reliance on the honor of the individual that he will take no improper advantage of it, I will very cheerfully concur in your opinion, and approve your act.

I am, very truly, yours,  
C. F. Adams.

Explanatory Report of Captain Winslow.

United States Steamer Kearsarge,  
English Channel, July 30, 1864.  

Sir: The latter part of the despatch of the department of the eighth instant refers to the parole of the prisoners in these words: "It is reported you have paroled the foreign pirates captured on board the Alabama. I trust you have not committed this error of judgment. They should be held at every sacrifice, and either sent home in the St. Louis, or brought here by yourself."

I beg the department will consider the circumstances in which this vessel was placed at the termination of the action with the Alabama. The berth-deck, contracted as it is, with insufficient storage for our own men, was covered with bedding of the wounded, the quarter-deck was similarly crowded, and the forward part of the ship, on the spar-deck, was filled with prisoners under guard.

The ship was damaged both in rigging and hull. A shot had entered the stern-post, raising the transom-frame, and binding the rudder so hard as to require four men at the helm. It was therefore important that an examination should be made of the damages sustained. On our arrival at Cherbourg, I received information from our consul at London that the Florida was in the Channel, on the French coast, and at the same time information came that the Yeddo was out, and the Rappahannock was expected to follow; and, in addition to this, that the St. Louis had sailed for Madeira.

The Kearsage had been acting alone and independently for the last nine months, and I was not aware that any of our cruisers had been ordered in the Channel. It became, therefore, in my mind, of the utmost importance, that the Kearsage should at once be put in a state to meet these vessels and protect our commerce. This could not be done with prisoners on board, equalizing the half of our crew, and the room occupied by the wounded taken to the exclusion of our own men. To have kept them would have required a quarter-watch as guards, and the ship would have been wholly ineffective as a man of war to meet this emergency which threatened.

Under these circumstances, and without an American vessel in port by which any arrangement could be made for trans-shipping the prisoners outside, I felt it my duty to parole them. A report appeared in the papers that the prisoners were paroled contrary to Mr. Dayton's instructions. This is erroneous. Communication was had with Mr. Dayton on the subject of the officers, and after these the men were paroled. I have the honor to be, very respectfully, your obedient servant,  

John A. Winslow,  
Captain.

Hon. Gideon Welles,  
Secretary of the Navy, Washington, D. C.

Captain Winslow's Detailed Report.

United States Steamer Kearsarge,  
English Channel, July 30, 1864.

Sir: In obedience to instructions of the department, I have the honor to make the following supplementary report of the action between the Kearsage and Alabama:

On the morning of the nineteenth ultimo, the day being fine, with a hazy atmosphere, wind moderate from the westward, with little sea, the position of the Kearsage at ten o'clock was near the buoy which marks the line of shoals to the eastward of Cherbourg, and distant about three miles from the eastern entrance, which bore to the southward and westward. At twenty minutes after ten o'clock, the Alabama was descried coming out of the western entrance, accompanied by the Couronne, (iron-clad.) I had, in an interview with the Admiral at Cherbourg, assured him that, in the event of an action occurring with the Alabama, the position of the ships should be so far off shore that no questions could be advanced about the line of jurisdiction. Accordingly, to perfect this object, and with the double purpose of drawing the Alabama so far off shore that, if disabled, she could not return, I directed the ship's head seaward, and cleared for action, with the battery pivoted to starboard. Having attained a point about seven miles from the shore, the head of the Kearsage was turned short
around, and the ship steered directly for the Alabama, my purpose being to run her down, or, if circumstances did not warrant it, to close in with her.

Hardly had the Kearsarge come round, before the Alabama sheered, presented her starboard battery, and showed her engines. On approaching her at long-range of about a mile, she opened her full broadside, the shot cutting some of our rigging, and going over and alongside of us.

Immediately I ordered more speed, but in two minutes the Alabama had loaded and again fired another broadside, and following it with a third, without damaging us, except in rigging.

We had now arrived within about nine hundred yards of her, and I was apprehensive that another broadside (nearly raking as it was) would prove disastrous. Accordingly, I ordered the Kearsarge sheered, and opened on the Alabama. The position of the vessels was now broadside and broadside; but it was soon apparent that Captain Semmes did not seek close action. I became then fearful lest, after some fighting, that he would again make for the shore. To defeat this, I determined to keep full speed on, and with a port-helm to run under the stern of the Alabama and rake her, if he did not prevent it by sheering and keeping his broadside to us. He adopted this mode as a preventive, and, as a consequence, the Alabama was forced, with a full head of steam, into a circular track during the engagement.

The effect of this manoeuvre was such that, at the last of the action, when the Alabama would have made off, she was near five miles from the shore; and had the action continued from the first in parallel lines, with her head in shore, the line of jurisdiction would no doubt have been reached. The firing of the Alabama from the first was rapid and wild; toward the close of the action her firing became better. Our men, who had been cautioned against rapid firing without direct aim, were much more deliberate; and the instructions given to point the heavy guns below rather than above the water-line, and clear the deck with the lighter ones, was fully observed.

I had endeavored with a port helm, to close in with the Alabama; but it was not until just before the close of the action that we were in position to use grape. This was avoided, however, by her surrender. The effect of the training of our men was evident; nearly every shot from our guns was telling fearfully on the Alabama, and on the seventh rotation on the circular track she winded, setting foretrysail and two jibs, with head in-shore. Her speed was now retarded, and by winding her port broadside was presented to us, with only two guns bearing, not having been able, as I learned afterward, to shift over but one. I saw now that she was at our mercy, and a few more guns well directed brought down her flag. I was unable to ascertain whether it had been hauled down or shot away; but a white flag having been displayed over the stern, our fire was reserved. Two minutes had not more than elapsed before she again opened on us with the two guns on the port side. This drew our fire again, and the Kearsarge was immediately steamed ahead and laid across her bows for raking. The white flag was still flying, and our fire was again reserved.

Shortly after this, her boats were seen to be lowering, and an officer in one of them came alongside, and informed us the ship had surrendered and was fast sinking. In twenty minutes from this time the Alabama went down, her mainmast, which had been shot, breaking near the head as she sunk, and her bow rising high out of the water as her stern rapidly settled.

The fire of the Alabama, although it is stated she discharged three hundred and seventy or more shell and shot, was not of serious damage to the Kearsarge.

Some thirteen or fourteen of these had taken effect in and about the hull, and sixteen or seventeen about the masts and rigging. The casualties were small, only three persons having been wounded; yet it is a matter of surprise that so few were injured, considering the number of projectiles that came aboard. Two shot passed through the ports in which the thirty-twos were placed, with men thickly stationed around them, one taking effect in the hammock netting and the other going through the port on the opposite side, yet no one was hit, the captain of one of the guns being only knocked down by the wind of the shot, as supposed.

The fire of the Kearsarge, although only one hundred and seventy-three projectiles had been discharged, according to the prisoners’ accounts, was terrific. One shot alone had killed and wounded eighteen men, and disabled a gun. Another had entered the coal-bunkers, exploding, and completely blocking up the engine-room; and Captain Semmes states that shot and shell had taken effect in the sides of his vessel, tearing large holes by explosion, and his men were everywhere knocked down.

Of the casualties in the Alabama no correct account can be given. One hundred and fifteen persons reached the shore, either in England or France, after the action. It is known that the Alabama carried a crew, officers and men, of about one hundred and fifty into Cherbourg, and that while in the Southern ocean her complement was about one hundred and seventy, but desertions had reduced this complement. The prisoners state that a number of men came on board at Cherbourg, and the night before the action boats were going to and fro, and in the morning strange men were seen, who were stationed as captains of the guns. Among these there was one lieutenant, (Sinclair,) who joined her in Cherbourg.

The Alabama had been five days in preparation. She had taken in three hundred and fifty tons of coal, which brought her down in the water. The Kearsarge had only one hundred and twenty tons in; but as an offset to this, her sheet chains were stowed outside, stopped up and down, as an additional preventive and protection to her more empty bunkers.
The number of the crew of the Kearsarge, including officers and sick men, was one hundred and sixty-three; and her battery numbered seven guns—two eleven-inch, one thirty-pounder rifle, and four light thirty-two pounder guns.

The battery of the Alabama numbered eight guns—one heavy sixty-eight, of nine thousand pounds; one one hundred and ten pounder rifle; and six heavy thirty-two pounder guns.

In the engagement the Alabama fought seven guns and the Kearsarge five, both exercising the starboard battery, until the Alabama winded, using then her port side with one gun, and another shifted over.

The collateral events connected with this action have already been laid before the department.

I inclose a diagram showing the track which was described during the engagement by the rotary course of the vessels.

I have the honor to be, very respectfully, your obedient servant,

John A. Winslow,
Captain.

Hon. Gideon Wells,
Secretary of the Navy, Washington, D. C.

ARMAMENT AND COMPLEMENT OF THE ALABAMA.

United States Steamer Kearsarge, Ensign Channel, July 30, 1864.

Sir: The despatch of the department of the eighth instant, calling for information of the Alabama's armament, and complement of officers and men, and also of the proceedings of the Deerhound, has been received.

I have the honor to inform the department that, according to a memorandum handed to me by American captains who were prisoners in the Alabama, that she carried into Cherbourg a crew, officers and men, of either one hundred and forty-seven or one hundred and forty-nine; but what number joined her there I have no means of ascertaining.

Several persons were prevented by the police at Cherbourg from going on board; but it appears that Mr. Sinclair (lieutenant) was one of those who succeeded in joining her.

The rebel officers state their crew (officers and men) to have been about one hundred and fifty. I have no means of either falsifying or verifying these statements; but the American captains who were prisoners report that thirteen men had been left at one port, and four at another, before the arrival of the vessel at Cherbourg, and her complement, therefore, when filled, was about one hundred and seventy all told. The statement of some of the prisoners is, that a number of men came on board at Cherbourg, and the night before the action, that boats were going to and fro from the Alabama to the Deerhound, and in the morning of the action they saw strange men who were made captains of guns, who were supposed to be naval reserve men brought in the Deerhound.

In my despatch of the nineteenth ultimo I informed the department that the battery of the Alabama consisted of one one hundred pounder riddled* pivot, one heavy sixty-eight pounder, (nine thousand pounds,) and six thirty-two pounder guns.

My despatch of the twenty-first ultimo informed the department of the proceedings of the Deerhound yacht, her gradual edging to the leeward, leading us to suppose she was seeking men who were drifting in the current, and then taking advantage of the hazy weather to make off, while our boats were out busy in rescuing the larger part of the prisoners who were struggling in the water.

It was my mistake at the moment that I could not recognize an enemy who, under the garb of a friend, was affording assistance.

I am, sir, very respectfully, your obedient servant,

John A. Winslow,
Captain.

Hon. Gideon Wells,
Secretary of Navy, Washington, D. C.

LETTER FROM SURGEON J. M. BROWN.


Dear Sir: I deem it appropriate to acquaint you with certain details appertaining to the engagement and its results between this vessel and the Alabama.

The gun's crews were instructed in the application of tourniquets made for the occasion, and an ample supply furnished each division. Cots for the transportation of the wounded were in convenient positions, yet neither were brought into use. This has explained from the fact that the wounded refused assistance from their comrades, concealing the severity of injury, and one (Gowin, ordinary seaman) dragged himself from the after pivot-gun to the fore-hatch, unwilling to take any one from his station. While I should ever make similar preparations on the eve of contest, the example of the one in question would teach me that, under the excitement of battle, little reliance could be placed upon the fulfillment of my instructions. This vessel is exceedingly deficient in provision of conveniences for wounded men; there is no appropriate place for the performance of operations.

Acting upon my recommendation, Lieutenant Commander Thornton, Executive Officer, caused the fore-hold to be arranged for the accommodation of six wounded, after the application of temporary dressings, that they might have immunity from the exposure subjected to while upon the berth-deck.

The action continued for eighteen minutes without casualties. Then a sixty-eight pound Blakeley shell passed through the starboard bulwarks below main rigging, exploded upon the quarter-deck, and wounded three of the crew of the pivot gun. One, William Gowin, ordinary seaman, received a compound fracture of left femur at lower and middle third and tibia, and fibula upper third, complicating the knee-joint.

No fragments of shell were found in the wounds. The hemmorhage was profuse, chiefly venous. Suitable dressings and stimulants were employed.

* Afterward found to be one hundred and ten pounder.
Another, John W. Dempsey, quarter-gunner, had compound comminuted fracture of right arm, lower third and elbow, the fore-arm being completely lacerated—a shapeless mass. Arrangements were made for amputation before the close of the action, but its unexpected cessation caused the performance immediately after. Chloroform was administered with happy results.

The arm was amputated at the middle third, upper border. The third, James McBeath, ordinary seaman, received a compound fracture of left tibia, upper third. No pieces of shell were found in the wound. The above comprises the total casualties. It is certainly surprising that the percentage should have been so small, considering the exposure and number of shot received. Probably no future similar combat will occasion like results. Shell were bursting over this vessel from the commencement to the termination of the fight, and a few of the ship's company were knocked down by the concussion derived from a passing projectile.

Owing to the system of unshipping bulwarks at pivot guns, a considerable space is thereby exempt from the danger arising from splinters. The Kearsarge fired one hundred and seventy-three shot; the Alabama, about twice that number, her firing being rapid and nearly incessant up to the period of the striking of colors. The carnage on board the latter is reported terrific; many of her crew were literally torn in pieces by an eleven-inch shell; others were much mutilated by splinters. By a merciful Providence, our ship's company were spared such appalling accidents.

The wounded of the Alabama were brought on board for treatment. Those whose names and nature of injury were noted, are borne upon a list appended to the quarterly report. Others, with injuries less severe, were treated, and subsequently went on shore with the uninjured paroled crew.

Assistant Surgeon Doctor A. Llewellyn was drowned. The Surgeon, F. L. Galt, (acting paymaster,) introduced himself while I was engaged in the amputation and proffered his assistance. I requested he would assist in attending to the wounded of his vessel; but as he was prostrated by excitement and fatigue, and had received certain contusions, he was inadequate for the duty. I sent him to my room, and, without other professional aid, attended to all the injured. Surgeon Galt was paroled the same evening.

Upon the arrival of the Kearsage at Cherbourg, owing to the number of wounded and the want of proper accommodation on board, all were transferred to the Hospital de la Marine, by permission of the admiral commanding the department. It is extremely fortunate that such facilities were afforded to the injured; every care and attention were bestowed upon the unfortunate. The skill and benevolence displayed by Monsieur Dufam, surgeon-in-chief, and Monsieur Aubin, surgeon of second class, and provost of the hospital, claim especial commendation.

I am pleased to report that his excellency Mr. Dayton has made a proper representation of the valuable services rendered by these gentlemen to the minister of the marine at Paris, and to the Department of State at Washington. I have previously reported the death of the brave Gowin. Hopes were reasonably entertained that his recovery would occur; but, anemic from hemorrhage and debilitated by previous attacks of malarial fevers, little vital power remained; phlebitis supervened, soon succeeded by death. Gowin was brought with a smile upon his face, although suffering acutely from his injury. He said, "It is all right, and I am satisfied; for we are whipping the Alabama;" adding, "I willingly will lose my leg or life, if it is necessary." During the progress of the action he comforted his suffering comrades by assuring them that "Victory is ours!" Whenever the guns' crews cheered at the successful effect of their shot, Gowin waved his hand over his head and joined in the shout. In the hospital he was calmly resigned to his fate, repeating again and again his willingness to die, since his ship had won a glorious victory.

His patience and cheerfulness during intense suffering, and his happy resignation, attracted general notice, enlisted sympathies for his recovery, and occasioned sincere regrets for his decease. To record the gallant conduct of this noble sailor is to me a gratification, and my apology for mentioning these minor incidents. His shipmates will erect a proper monument to his memory at Cherbourg.

I have in my possession a sum of money given by the resident Americans in Paris for a like memorial in his native town in Michigan.

The coolness and fortitude displayed by our crew and the precision of the firing were remarkable. One was almost compelled to regard their conduct as that witnessed at the ordinary target practice. In the hour of victory they were generous, refraining from exultation in the presence of the captives, and bestowing upon them every attention necessary for their comfort. I send by mail a pamphlet descriptive of the engagement, written by Mr. Edge, an Englishman. It is the best account yet published, being composed from data furnished by the officers of the Kearsarge, although a few inaccuracies exist.

Captain Winslow desires me to present his regards. I remain, dear sir, very truly yours,

John M. Browne,
Chief of Bureau of Medicine and Surgery, Washington, D. C.

FOREIGN ACCOUNTS OF THE FIGHT.

LETTER FROM SECRETARY OF STATE, TRANSMITTING COPY OF DESPATCH NO. 302 OF THE UNITED STATES CONSUL AT LIVERPOOL.

Department of State,
Washington, July 6, 1864.

Sir: I have the honor to transmit, herewith, a despatch, No. 302, of the United States Consul at Liverpool, announcing the destruction of the pirate Alabama by the United States steam-ship Kearsage, off Cherbourg, and inclosing several accounts of the action clipped from British journals. The department joins in the Consul's
congratulations at an event which at once illustrates the gallantry and efficiency of the navy, and fitly closes the predatory career of its antagonist. I have the honor to be, sir, your obedient servant, William H. Seward.

Hon. Gideon Welles,
Secretary of the Navy.

DESPATCH OF U. S. CONSUL AT LIVERPOOL.

UNITED STATES CONSULATE,
LIVERPOOL, July 21, 1864.

SIR: The pirate Alabama has at last met the fate she deserves. She was sunk by the United States steamer Kearsarge, commanded by Captain Winslow, off Cherbourg, on Sunday morning last, after a fight of one hour. We only have, here at Liverpool, the confederate account of the action. I send you slips cut from the London Times, Liverpool Courier, Daily Post, and Mercury of today, giving all that is known about it. . . .

I am, sir, your obedient servant,
Thomas H. Dudley.

Hon. William H. Seward,
Secretary of State.

LONDON “TIMES” ACCOUNTS.

SOUTHAMPTON, Monday morning.

Captain Semmes, fourteen officers, and twenty-seven officers and men, belonging to the late confederate steamer Alabama, have landed from the privateer steamer Deerhound, which witnessed the action between the Alabama and the Kearsarge.

The Alabama left Cherbourg harbor at nine o'clock yesterday morning, and found the Kearsarge under steam outside. The former steamed up to her and opened fire at about a mile and a half distance. The fire became general from both ships when about a mile off. The action took place about nine miles from Cherbourg, commencing at ten minutes past eleven and ending at twenty minutes to one.

During the fight the vessels made seven complete circles. The Alabama's rudder became displaced, and she made sail, and the guns were kept ported till the muzzles were completely under water. The vessel's stern was actually under water when Captain Semmes gave orders for every man to save himself; they jumped overboard and swam to the boats, saving themselves as best they could. The Alabama's crew numbered in all one hundred and fifty when they left Cherbourg; ten or twelve were killed in the action, and a number are known to be drowned. The ship's chronometers, specie, and all the bills of ransomed vessels were saved.

SOUTHAMPTON, Monday.

The English steam-yacht Deerhound, belonging to Mr. John Lancaster, of Hindley Hall, Wigan, Lancashire, arrived here last night, and landed Captain Semmes, (commander of the late confederate steamer Alabama,) thirteen officers, and twenty-six men, whom she rescued from drowning after the action off Cherbourg yesterday, which resulted in the destruction of the world-renowned Alabama. From interviews held this morning with Mr. Lancaster, with Captain Jones, (master of the Deerhound,) and with some of the Alabama's officers, and from information gleaned in other quarters, I am enabled to furnish you with some interesting particulars connected with the fight between the Alabama and the Kearsarge.

The Deerhound is a yacht of one hundred and ninety tons and seventy-horse power, and her owner is a member of the Royal Yacht squadron, at Cowes, and of the Royal Mersey Yacht Club. By a somewhat singular coincidence, she was built by Messrs. Laird & Son, of Birkenhead, and proof of her fleetness is furnished by the fact that she steamed home from the scene of action yesterday at the rate of thirteen knots an hour. On arriving at Cherbourg, at ten o'clock on Saturday night, by railway from Caen, Mr. Lancaster was informed by the captain of his yacht, which was lying in harbor awaiting his arrival, that it was reported that the Alabama and the Kearsarge were going out to fight each other in the morning. Mr. Lancaster, whose wife, niece, and family were also on board his yacht, at once determined to go out in the morning and see the combat.

The Alabama left Cherbourg harbor about ten o'clock on Sunday morning, and the Kearsarge was then several miles out to seaward, with her steam up ready for action. The French plated ship-of-war Couronne followed the Alabama out of harbor, and stopped when the vessels were a league off the coast, her object being to see that there was no violation of the law of nations by any fight taking place within the legal distance from land. The combat took place about nine miles from Cherbourg, and as there are some slight differences (as might naturally be expected under the circumstances) in relation to the period over which it lasted, and other matters, it may be well here to reproduce from Mr. Lancaster's letter in the Times of this morning the subjoined extract from the log kept on board the Deerhound:

"Sunday, June nineteenth, nine A.M.—Got up steam and proceeded out of Cherbourg harbor. Half-past ten, observed the Alabama steaming out of the harbor toward the Federal steamer Kearsarge. Ten minutes past eleven, the Alabama commenced firing with her starboard battery, the distance between the contending vessels being about one mile. The Kearsarge immediately replied with her starboard guns. A very sharp, spirited firing was then kept up, shot sometimes being varied by shells. In manoeuvring, both vessels made seven complete circles, at a distance of from a quarter to half a mile. At twelve, a slight intermission was observed in the Alabama's firing, the Alabama making head sail, and shaping her course for the land, distant about nine miles. At half-past twelve, observed the Alabama to be disabled, and in a sinking state. We immediately made toward her, and on passing the Kearsarge, were requested to assist in saving the Alabama's crew. At fifty minutes past twelve, when within a distance of two hundred yards, the Alabama sunk. We then lowered our two boats, and, with the assistance of the Alaba-
ma's whale-boat and dingey, succeeded in saving about forty men, including Captain Semmes and thirteen officers. At one p.m., we steered for Southampton.

One of the officers of the Alabama names the same hour, namely, ten minutes past eleven as the commencement of the action, and forty minutes past twelve as the period of its cessation, making its duration an hour and a half, while the time observed on board the Deerhound, which is most likely to be accurate, (that vessel being free from the excitement and confusion necessarily existing on board the Alabama,) limited the action to an hour, the last shot being fired at ten minutes past twelve. The distance between the two contending vessels, when the Alabama opened fire, was estimated on board the Deerhound at about a mile, while the Alabama's officer tells me that she was a mile and a half away from the Kearsarge when she fired the first shot. Be this as it may, it is certain that the Alabama commenced the firing, and as it is known that her guns were pointed for a range of two thousand yards, and that the second shot she fired, in about half a minute after the first, went right into the Kearsarge, that may be taken as the real distance between the two ships. The firing became general from both vessels at the distance of a little under a mile, and was well sustained on both sides, Mr. Lancaster's impression being that at no time during the action were they less than a quarter of a mile from each other. Seven complete circles were made in the period over which the fight lasted. It was estimated on board the Deerhound that the Alabama fired in all about one hundred and fifty rounds, some single guns, and some in broadsides of three or four, and the Kearsarge about one hundred, the majority of which were eleven-inch shells; the Alabama's were principally Blakeley's pivot-guns. In the early part of the action, the relative firing was about three from the Alabama to one from the Kearsarge, but as it progressed, the latter gained the advantage, having apparently a much greater power of steam. She appeared to have an advantage over the Alabama of about three knots an hour, and steam was seen rushing out of her blow-pipe all through the action, while the Alabama seemed to have very little steam on.

At length the Alabama's rudder was disabled by one of her opponent's heavy shells, and they hoisted sails, but it was soon reported to Captain Semmes by one of his officers that his ship was sinking. With great bravery, the guns were kept ported till they were actually under water, and the last shot from the doomed ship was fired as she was settling down. When her stern was completely under water, Captain Semmes gave orders for the men to save themselves as best they could, and every one jumped into the sea and swam to the boats which had put off to their rescue. Those of them who were wounded were ordered by Captain Semmes to be placed in the Alabama's boats and taken on board the Kearsarge, which was, as far as possible, obeyed. Captain Semmes, and those above mentioned, were saved in the Deerhound's boats; and when it was ascertained that the water was clear of every one that had life left, and that no more help could be rendered, the yacht steamed away for Cowes, and thence to this port.

The Kearsarge, it is known, has for some time past been in hot pursuit of the Alabama, which vessel Captain Winslow was determined to follow everywhere till he overtook his enemy. Very recently she chased and came up with one of the vessels of the Chinese expeditionary force returning to England, she ran alongside with her guns pointed and crew at quarters, before she could be convinced of her mistake, for the expeditionary vessel was very like the celebrated confederate cruiser. The Kearsarge was then described as likely to prove a formidable overmatch for the Alabama, having higher steam-power and rate of speed, a crew "nearly double" that under Captain Semmes, and, unlike her sister ship, the Tuscarora, carrying ten, instead of eight, very heavy eleven-inch shell guns, the so-called columbiads of the American navy. The Alabama, on the contrary, is stated to have had only two heavy rifled guns and six broadside thirty-two pounders. The confederate, too, after a long cruise, was sorely in need of a refit. Part of her copper, it is said, was off, and her bottom was covered with long weeds.

The crew of the Alabama comprised in all about one hundred and fifty, when she left Cherbourg; of these, ten or twelve were killed during the action, and a number known to be drowned, the difference between these and the number brought home by the Deerhound being, it is hoped, saved by the boats of the Kearsarge, or some French pilot-boats which were in the vicinity. The French war- vessel Couronne did not come out beyond three miles. The surgeon of the Alabama was an Englishman, and as nothing has been heard of him since he went below to dress the wounds of some of the sufferers, it is feared that he went down with the ship.

The wounded men on board the Deerhound were carefully attended until her arrival here, when they were taken to the Sailors' Home, in the Canute road. Several of the men are more or less scarred, but they are all about the town to-day, and the only noticeable case is that of a man who was wounded in the groin, and that but slightly.

Captain Semmes and his First Lieutenant, Mr. J. M. Kill, are staying at Kelway's Hotel, in Queen's Terrace, where the gallant commander is under the care of Dr. Ware, a medical gentleman of this town, his right hand being slightly splintered by a shell.

When the men came on board the Deerhound, they had nothing on but their drawers and shirts, having been stripped to fight; and one of the men, with a sailor's devotedness, insisted on seeing his captain, who was then lying in Mr. Lancaster's cabin in a very exhausted state, as he had been intrusted by Captain Semmes with the ship's papers, and to no one else would he give them up. The men were all very anxious about their cap-
tain, and were rejoiced to find that he had been saved. They appeared to be a set of first-rate fellows, and to act well together in perfect union under the most trying circumstances.

The captain of the forecastle on board the Alabama, a Norwegian, says that when he was in the water he was hailed by a boat from the Kearsarge, "Come here, old man, and we'll save you," to which he replied: "Never mind me, I can keep a half an hour yet; look after some who are nearer drowning than I am." He then made away for the Dehrend, thanking God that he was under English colors.

Throughout the action, the Dehrend kept about a mile to windward of the combatants, and was enabled to witness the whole of it. The Kearsarge was burning Newcastle coals, and the Alabama Welsh coals, the difference in the smoke (the north country coal yielding so much more) enabling the movements of each ship to be distinctly traced. Mr. Lancaster is clearly of opinion that it was the Kearsarge's eleven-inch shells which gave her the advantage, and that, after what he has witnessed on this occasion, wooden ships stand no chance whatever against shells. Both vessels fired well into each other's hull, and the yards and masts were not much damaged. The mainmast of the Alabama had been struck by shot, and, as the vessel was sinking, broke off and fell into the sea, throwing some men who were in the mainmast into the water. Some tremendous gaps were visible in the bulwarks of the Kearsarge, and it was believed that some of her boats were disabled; she appeared to be temporarily plated with iron chains, etc. As far as could be seen, every thing appeared to be well planned and ready on board the Kearsarge for the action. It was apparent that Captain Semmes intended to fight at a long-range, and the fact that the Kearsarge did not reply till the two vessels got nearer together, showed that they preferred the short-range, and the superior steaming power of the latter enabled this to be accomplished.

It is remarkable that no attempt was made by the Kearsarge to close and board the Alabama, and when the Alabama hoisted sails and made as if for the shore, the Kearsarge moved away in another direction, as though her rudder or screw was damaged and out of control. Great pluck was shown on both sides during the action. On board the Alabama all the hammocks were let loose, and arrangements had been made for sinking her rather than that she should be captured.

As far as is known, not a relic of the Alabama is in the possession of her successful rival. When she was sinking, Captain Semmes dropped his own sword into the sea, to prevent the possibility of its getting into their hands, and the gunner made a hole in one of the Alabama's boats, and sank her, for the same reason.

Before leaving the Dehrend, Captain Semmes presented to Mr. Lancaster's son one of his officers' swords and a pistol, in remembrance of the occurrence, and the kind treatment he and his men had received on board the yacht. The men stated that the best practice generally on board the Alabama, during the action, was shown by the gunners, who had been trained on board the Excellent, in Portsmouth harbor.

The spectacle presented during the combat is described by those who witnessed it from the Dehrend as magnificent, and thus the extraordinary career of the Alabama has come to a grand and appropriate termination.

The presence of the Dehrend on the scene was a providential circumstance, as in all probability the men saved by her would otherwise have been drowned, and a lamentable addition would thus have been made to the number of lives lost on the occasion.

Nothing is known here respecting the Kearsarge, or her subsequent movements. She was in command of Captain John Winslow, and had about the same number of officers and crew as the Alabama. The last official American navy list describes her as one thousand and thirty-one tons register, and carrying eight guns, being two guns less than the Tuscarora mounts, to which, in all other respects, the Kearsarge is a sister ship. The Tuscarora will be remembered as the Federal ship-of-war that some two years and a half ago lay at this port waiting the Nashville; several of the Alabama's officers now here were attached to the Nashville on that occasion.

The Alabama's chronometers, specie, and all the bills of ransomed vessels are saved, having been handed over to a gentleman at Cherbourg before she left that port.

Mr. Mason, the confederate agent, Captain Bullock, and the Rev. Mr. Tremlett arrived by the four o'clock train this afternoon, from London, and proceeded to Kelway's Hotel, to meet Captain Semmes.

Captain Semmes and all the men are now placed under the care of Mr. J. Wiblin, for such medical attendance as may be required.

EDITORIAL FROM LONDON "TIMES."

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 inestimable and glorious process of examination, surrender, speculation, and imprisonment, to see their ship plundered and sent to the bottom. In the shape of chronometers and other valuables, the Alabama carried the spolia opima of a whole mercantile fleet.

This time, however, it was not to order a merchantman to lie-to while his papers were examined.

* June 21, 1864.
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 contrivances 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 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 defenseless? 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 he had been challenged, and that he had accepted the challenge, not without some forecasts of the result. As an ordinary duellist hands his watch and his pocket-book 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—out 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 Captain 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 owes his best men to the training they received on board 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 manoeuvre 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, with wife, niece, and family, perhaps governess and maid-servants, having witnessed at their ease, on Sunday morning, a fight, not between two cocks or two dogs, but two men-of-war, a few hours' sail 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 contest, 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 pop-guns on either side. True, there was damage done at last, but sometimes very little damage to speak of; and a big ship might receive many hundred shots only to have the glory of showing the shot-holes 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 started 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 in the British Channel will probably be between two vessels of the Warrior class; and he must
be a bold man who can be sure that it will last as long as a Sunday morning service, or be less decisive than the last Sunday's.

**LIVERPOOL "COURIER" ACCOUNT.**

When the meagre telegrams from Cherbourg were received on Sunday night, stating that an engagement was reported to have taken place between the Alabama and the Kearsarge, and that the confederate vessel had been sunk, the statement was regarded as an idle rumor without the slightest foundation in fact. Indeed, Liverpool people were very reluctant to give credence to the report, and the baldness of the telegrams almost justified their rejection. The first impulse, therefore, was to regard the alleged fight as altogether mythical. But as people began to arrive in town for business yesterday morning, the second edition of the Daily Courier informed them that the Alabama and the Kearsarge had really met in stubborn conflict, that the confederate cruiser had proved unequal to her adversary in strength of hull and weight of armament, and that gallantly fighting until their vessel was half engulfed, Captain Semmes and the remnant of his crew were at length constrained to jump into the sea to avoid being carried to the bottom in their sinking craft.

The naval duel between the Alabama and the Kearsarge is not one of the least brilliant incidents in the American war. Even prejudiced Federalists will not deny Captain Semmes credit for almost romantic gallantry in the struggle. He accepted a challenge from a far more powerful adversary; he knew his antagonist was in good repair and better armed, and he also knew that his own vessel was in a wretched state of dilapidation, the inevitable result of a world-wide cruise. Under such circumstances, it is no disgrace to Captain Semmes that he was worsted. Preponderance of force, not superior bravery or skill, was the cause of failure, and this was beyond his control. All persons may not be disposed to concur in the propriety of the mission in which Captain Semmes was employed, but after reading the account of Sunday's encounter, they must feel convinced that he is a chivalrous officer, on whose fame the term "pirate" is a foul aspersion.

The accounts of the fight are still somewhat meagre, but we must wait until some of those on board the vessels have had an opportunity of supplying the details. These will be looked forward to with considerable interest, and in the mean time the particulars which we are able to publish, will, no doubt, be eagerly read. The following telegrams were received at the Liverpool underwriters' rooms from Lloyd's agent at Cherbourg:

**Cherbourg, Sunday, ten minutes past twelve P.M.**—The Alabama left this morning, and is now engaged with the Kearsarge. A brisk cannonade is heard.

**Forty minutes past one p.m.**—The Kearsarge has just sunk the Alabama. An English yacht has saved the crew.

The telegraph company's express from Southampton was to the following effect. It contains the account furnished to the newspapers by Mr. John Lancaster, of the steam-yacht Deerhound, which, by the way, is one of the Royal Mersey Yacht Club vessels:

**Southampton, June twentieth.**—The steam-yacht Deerhound has arrived off Cowes with Captain Semmes and the crew of the confederate steamer Alabama. The following are the details of the engagement, which took place yesterday:

"At half-past ten, the Alabama was observed steaming out of Cherbourg harbor toward the Federal steamer Kearsarge. At ten minutes past eleven, the Alabama commenced the action by firing with her starboard battery at a distance of about one mile. The Kearsarge also opened fire immediately with her starboard guns, and a sharp engagement, with rapid firing from both ships, was kept up, both shot and shell being discharged. In the manœuvring, both vessels made seven complete circles at a distance of from a quarter to half a mile. At twelve o'clock, the firing from the Alabama was observed to slacken, she appeared to be making head-sail and shaping her course for land, which was distant about nine miles. At half-past twelve, the confederate vessel was in a disabled and sinking state. The Deerhound immediately made toward her, and on passing the Kearsarge, was requested to assist in saving the crew of the Alabama. When the Deerhound was still at a distance of two hundred yards the Alabama sank, and the Deerhound then lowered her boats, and with the assistance of those from the sinking vessel, succeeded in saving about forty men, including Captain Semmes and thirteen officers.

"The Kearsarge was apparently very much disabled.

"The Alabama's loss in killed and wounded is as follows: Drowned, one officer and one man; killed, six men; wounded, one officer and sixteen men. Captain Semmes is slightly wounded in the hand.

"The Kearsarge's boats were lowered, and, with the assistance of the French pilot, succeeded in picking up the remainder of the crew."

**Southampton, June twentieth.**—From further particulars received here of yesterday's engagement, it appears that Captain Semmes accepted the challenge of the Kearsarge to fight, although aware that his adversary carried fifty more men than his own vessel, and was a larger ship with heavier guns. Captain Semmes was not, however, aware that the Kearsarge was chain-plated under her outside planking. Shortly after the action commenced, a shot from the Kearsarge killed three men on board the Alabama, cutting them to pieces, and a second shot wounded three more men and killed another, while a third shot carried away the blade of the Alabama's fan and part of the rudder, on her deck disabling a gun, and causing much damage below and forward. Her compartments were all carried away, and the fire-room was filled with water.

The Alabama fought under sail, first using her
starboard battery, and afterwards her port battery; she continued the engagement with the muzzles of her guns under water, and one part of her deck covered with dead and wounded. When found in a sinking state, the Alabama ceased fighting and lowered her boats, in which the dead and wounded were placed. Shortly afterward the Alabama sank, the officers and crew jumping into the sea, when the Kearsarge's boats came up to assist in saving the crew. The officer in command of the boats inquired for Semmes, and was told that he was drowned, whereas he had already been picked up by the yacht Deerhound and stowed away, the yacht having then steamed off with all speed, expecting the Kearsarge would attempt to capture those on board. Before the Alabama left Cherbourg to engage the Kearsarge, Captain Semmes sent on shore an iron chest containing specie, sixty chronometers, and other valuables.

The engagement is described by the owner of the yacht Deerhound as a most brilliant affair, the fighting being severe and at short distance. The Alabama's guns were served rapidly but their less execution. The Kearsarge, however, is said to have sustained much damage, her sides being torn open, showing the chain-plating.

The officers of the Alabama estimate their loss in killed and wounded at from thirty to forty men. Captain Semmes is very unwell, from being in the water a considerable time, and in consequence of the wound in his hand.

Captain Semmes visited several shops in Southampton this morning to procure a personal outfit.

Another account from Southampton says the Kearsarge had a chain-cable triced along her sides to break the force of the Alabama's shot. The Alabama was almost one thousand yards from the Kearsarge when she fired the first shot at half-past ten; being the fastest ship, she was able to steam round her antagonist in continually narrowing circles, but when within five hundred yards of the Kearsarge the rudder and screw of the Alabama were shot away and she was rendered helpless. Her colors were shot away.

MR. LANCASTER'S ACCOUNT OF THE FIGHT.

Mr. Lancaster wrote as follows to the Times:

Sir: Herewith I send you a copy of my log respecting the engagement between the confederate steamer Alabama and the federal steamer Kearsarge:

"Sunday, June nineteenth, nine A.M.—Got up steam, and proceeded out of Cherbourg harbor.

"Half-past ten, observed the Alabama steaming out of the harbor toward the Federal steamer Kearsarge.

"Ten minutes past eleven, the Alabama commenced firing with her starboard battery, the distance between the contending vessels being about one mile. The Kearsarge immediately replied with her starboard guns. A very sharp, spirited firing was kept up, shot sometimes being varied by shells. In manoeuvring, both vessels made seven complete circles at a distance of from a quarter to half a mile.

"At twelve, a slight intermission was observed in the Alabama's firing, the Alabama making head-sail, and shaping her course for the land, distant about nine miles.

"At half-past twelve, observed the Alabama to be disabled and in a sinking state. We immediately made toward her, and in passing the Kearsarge were requested to assist in saving the Alabama's crew.

"At fifty minutes past twelve, when within a distance of two hundred yards, the Alabama sunk. We then lowered our two boats, and, with assistance of the Alabama's whale-boat and dingey, succeeded in saving about forty men, including Captain Semmes and thirteen officers. At one p.m., we steered for Southampton."

I may state that before leaving, the Kearsarge was apparently much disabled. The Alabama's loss, so far as at present ascertained, in killed and wounded, etc., was as follows, namely: One officer and one man drowned; six men killed; and one officer and sixteen men wounded. Captain Semmes received a slight wound in the right hand.

The Kearsarge's boats were, after some delay, lowered, and, with the assistance of a French pilot-boat, succeeded in picking up the remaining survivors.

JOHN LANCASTER.

STEAM-YACHT DEERHOUND, OFF COWES, JUNE 19.

CAPTAIN SEMMES'S REPORT.

THE ALABAMA AND THE KEARSARGE.

To the Editor of the Times:

Sir: I send herewith a copy of the official report of Captain Semmes of his late engagement with the United States ship Kearsarge, which you may, perhaps, think worthy a place in your columns.

I avail myself of the occasion to note one or two inaccuracies in the letter of your correspondent, dated at Southampton on Monday, and published in the Times of Tuesday. The crew of the Alabama is there stated at one hundred and fifty men; she had, in fact, but one hundred and twenty, all told.

Again, as to her armament; that of the Kearsarge may be correctly given by your correspondent. I do not know what it was. The Alabama had one seven-inch Blakeley rifle gun, one eight-inch smooth-bore pivot-gun, and six thirty-two-pounders, smooth-bore, in broadside.

I am, sir, very respectfully, your obedient servant,

J. M. MASON.

Upper Seymour Street, June 22.

"SOUTHAMPTON, June 21, 1864.

"Sir: I have the honor to inform you that, in accordance with my intention, as previously announced to you, I steamed out of the harbor of Cherbourg between nine and ten o'clock on the morning of the nineteenth of June, for the purpose of engaging the enemy's steamer Kearsarge, which had been lying off and on the port for sev-
eral days previously. After clearing the harbor we descried the enemy, with his head off-shore, at a distance of about seven miles. We were three quarters of an hour in coming up with him. I had previously pivoted my guns to starboard, and made all my preparations for engaging the enemy on that side. When within about a mile and a quarter of the enemy he suddenly wheeled, and bringing his head in shore, presented his starboard battery to me. By this time we were distant about one mile from each other, when I opened on him with solid shot, to which he replied in a few minutes, and the engagement became active on both sides.

"The enemy now pressed his ship under a full head of steam, and to prevent our passing each other too speedily, and keep our respective broad-sides bearing, it became necessary to fight in a circle, the two ships steaming around a common centre, and preserving a distance from each other of from a quarter to half a mile. When we got within good shell-range we opened upon him with shell. Some ten or fifteen minutes after the commencement of the action our spanker-gaff was shot away, and our ensign came down by the run. This was immediately replaced by another at the mizzenmast-head. The firing now became very hot, and the enemy's shot and shell soon began to tell upon our hull, knocking down, killing, and disabling a number of men in different parts of the ship.

"Perceiving that our shell, though apparently exploding against the enemy's sides, were doing him but little damage, I returned to solid shot firing, and from this time onward attended [alternated?] with shot and shell.

"After the lapse of about one hour and ten minutes our ship was ascertained to be in a sinking condition, the enemy's shell having exploded within our sides, and between decks, opening large apertures, through which the water rushed with great rapidity.

"For some few minutes I had hopes of being able to reach the French coast, for which purpose I gave the ship all steam, and set such of the fore and aft sails as were available. The ship filled so rapidly, however, that before we had made much progress the fires were extinguished in the furnaces, and we were evidently on the point of sinking. I now hauled down my colors to prevent the further destruction of life, and despatched a boat to inform the enemy of our condition.

"Although we were now but four hundred yards from each other, the enemy fired upon me five times after my colors had been struck. It is charitable to suppose that a ship-of-war of a Christian nation could not have done this intentionally.

"We now turned all our exertions toward saving the wounded and such of the boys of the ship who were unable to swim. These were despatched in my quarter-boats, the only boats remaining to me—the waist-boats having been torn to pieces.

"Some twenty minutes after my furnace-fires had been extinguished, and the ship being on the point of settling, every man, in obedience to a previous order which had been given the crew, jumped overboard and endeavored to save himself.

"There was no appearance of any boat coming to me from the enemy, after my ship went down. Fortunately, however, the steam-yacht Deerhound, owned by a gentleman of Lancashire, England, Mr. John Lancaster, who was himself on board, steamed up in the midst of my drowning men, and rescued a number of both officers and men from the water. I was fortunate enough myself thus to escape to the shelter of the neutral flag, together with about forty others, all told.

"About this time the Kearsarge sent one, and then, tardily, another boat.

"Accompanying you will find lists of the killed and wounded, and of those who were picked up by the Deerhound; the remainder, there is reason to hope, were picked up by the enemy and by a couple of French pilot-boats, which were also fortunately near the scene of action.

"At the end of the engagement it was discovered by those of our officers who went alongside the enemy's ship with the wounded, that her midship section on both sides was thoroughly iron-coated; this having been done with chain constructed for the purpose, placed perpendicularly from the rail to the water's edge, the whole covered over by a thin outer planking, which gave no indication of the armor beneath.

"This planking had been ripped off in every direction by our shot and shell, the chain broken and indented in many places, and forced partly into the ship's side. She was most effectually guarded, however, in this section, from penetration. The enemy was much damaged in other parts, but to what extent it is now impossible to tell; it is believed he was badly crippled.

"My officers and men behaved steadily and gallantly, and though they have lost their ship they have not lost honor.

"Where all behaved so well it would be invidious to particularize, but I cannot deny myself the pleasure of saying that Mr. Kell, my First Lieutenant, deserves great credit for the fine condition in which the ship went into action with regard to her battery, magazine, and shell-rooms, and that he rendered me great assistance by his coolness and judgment as the fight proceeded.

"The enemy was heavier than myself, both in ship, battery, and crew; but I did not know until the action was over that she was also ironclad.

"Our total loss in killed and wounded is thirty, namely, nine killed, twenty-one wounded.

"I have the honor to be, very respectfully, your obedient servant,

R. Semmes,

"Captain."

LONDON "DAILY NEWS" ACCOUNT.

It will hardly be denied by the most fervid admirers of the Alabama's "daring and brilliant career" that her surviving commander is more
fortunate not only than the brave captains who lived before Agamemnon, but than many who had lived and fought in modern times. If many gallant soldiers and sailors in the mythical age died unwept for want of a "reporter," your modern hero of a hundred escapes and of half an hour's ducking after his first and last fair fight, seems likely to be drowned after all in torrents of sympathetic ink. There was, perhaps, a little difficulty in making any thing very heroic out of the Alabama's career while she lived. Running away from men-of-war and burning unarmed and defenceless merchandize may be a profitable and useful business, but courage is not precisely the quality one admires in the hawk or the hound when the victory is a partridge or a hare. No doubt there is something romantic and interesting in the mere ubiquity of a sea-rover; no romances are more irresistible than those of "Rovers" and "Waterwitches;" and even a "Pirate" who combines speed and seamanship with something of the personal charm of a destroying angel, is the favorite ideal of all young boys and girls, and even of matron women with well-regulated imaginations. It was commonly supposed that paddle-wheels and screws and funnels (not to speak of diplomacy) had put an end to all the romance and picturesqueness of sea life; the celebrity of the Alabama proves the fallacy of that apprehension. For in what has that celebrity consisted, if not in being heard of here, there, and everywhere, and sometimes in half a dozen latitudes at once: in the Channel, in the Mediterranean, in the Atlantic, in the Pacific, in the Indian ocean, in the China seas, at the Cape, in the Channel again? What a wonderful vessel! The Flying Dutchman was a galliot compared with her! What a wonderful captain, to be always pursuing and never caught! And certainly the simple feat of keeping at sea in all weathers for two years without intermission, or breaking down, or repairs, may well strike with admiring wonder a public accustomed to read in their "naval intelligence" of powerful squadrons docking and repairing after six weeks' cruise in the Bay of Biscay or the North sea. Let the captain of the Alabama have his due by all means. Without reference to Federals or Confederates, let us, as Englishmen, do justice to smart and skilful seamanship wherever we find it. But let not the nation that once owned a Nelson sink to paying equal homage to a sunk Alabama and a surviving victor. To worship success is bad enough; to worship the remains of a runaway smuggler and a nimble-heeled buccaneer because he has come to a legitimate end, is something very different from an honest sympathy with defeat. There are British naval officers performing at the hour splendid but unrecorded services, who will never receive the honors paid to the captain of the Alabama for having accepted the challenge of the captain of the Kearsarge but not its consequences. Probably the Alabama was not a classical school of Roman virtue in which the heart of a Regulus could be trained to self-conquest; if the poet were to write of a Semmes Atqvi seiebat, it would not be to celebrate the prisoner of war who disclaimed to sacrifice his honor to his safety. Atqvi seiebat should be interpreted, "though he knew that an English yacht was ready to pick him up and carry him away to a neutral shore, where he could forget the English surgeon who perished with his sinking ship rather than abandon the wounded sailors, but where he could fight the battle over again in safety, and defeat at leisure the fair fame of a brother sailor and an honorable enemy."

The sceptic who called history a matter-of-fact romance should have lived in our day, when a naval action is fought off Cherbourg on Sunday, and reported in the London and Paris newspapers on the Monday following, no two reports agreeing in any single fact except in the result. Mr. John Lancaster, the owner of the Deerhound yacht, who, in more than the French sense of the words, "assisted at" the engagement, published on the following morning an account which materially differs in the most important points from the official report furnished to Mr. Mason by Captain Semmes, and published yesterday.

"At half-past twelve, (we quote Mr. Lancaster's extract from the log of the Deerhound,) observed the Alabama to be disabled, and in a sinking state. We immediately made toward her, and on passing the Kearsarge, were requested to assist in saving the Alabama's crew. At fifty minutes past twelve, when within a distance of two hundred yards, the Alabama sank. We then lowered our two boats, and, with the assistance of the Alabama's whale-boat and dingsy, succeeded in saving about forty men, including Captain Semmes and thirteen officers."

Now what says Captain Semmes?

"There was no appearance of any boat coming to me from the enemy after my ship went down. Ultimately, however, the steam-yacht Deerhound, owned by a gentleman of Lancashire, England, Mr. John Lancaster, who was himself on board, steamed up in the midst of my drowning men, and rescued a number of both officers and men from the water. About this time the Kearsarge sent one, and then, tardily, another boat. Accompanying you will find lists of the killed and wounded, and of those who were picked up by the Deerhound. The remainder, there is reason to hope, were picked up by the enemy and by a couple of French pilot-boats which were also fortunately near the scene of action."

The odious imputation of inhumanity contained in this passage is not only altogether wanting in Mr. Lancaster's account, it is implicitly and explicitly contradicted by Mr. Lancaster's assertion that he was requested by the captain of the Kearsarge to assist in "saving" the Alabama's crew. Then, again, as to the relative tonnage and armament of the two ships, Captain Semmes writes to Mr. Mason: "The enemy was heavier than myself, both in ship, battery and crew, but I did not know until the action was over that she was also ironclad. Her midship section on both sides was
thoroughly iron-coated; this having been done
with chain constructed for the purpose, placed
nperpendicularly from the rail to the water's edge,
the whole covered over by a thin outer planking,
which gave no indication of the armor beneath."

A letter which we publish this morning from
a gentleman just returned from a visit to the
Kearsarge, at Cherbourg, states that the "Ala-
haba had eight guns, the Kearsarge only seven;"
and that "the Kearsarge was no more iron-clad
than the Alabama might have been, had they
taken the precaution. She simply had a double
row of chains hanging over her sides to protect
her machinery. Two shots from the Alabama
struck these chains and fell harmlessly into the
water." Again, as to the number of the respec-
tive crews, Mr. Mason writes: "She (the Alaba-
a) had, in fact, but one hundred and twenty,
all told." Yet Captain Semmes reports: "Our
total loss in killed and wounded is thirty, name-
lly, nine killed, twenty-one wounded. I was for-
tunate enough myself thus to escape to the shel-
ter of a neutral flag, together with about forty
others, all told." A correspondent who had just
visited the Kearsarge, at Cherbourg, reports:
"The Kearsarge picked up sixty-three men, one
dead body, and two who died afterward on board.
She also took five officers." So that one hun-
dred and thirty (officers and men) are actually
accounted for as belonging to the Alabama, in-
stead of Mr. Mason's one hundred and twenty
"all told."

Captain Semmes accuses the Kearsarge of hav-
ing fired upon the Alabama five times after her
colors had been struck. No mention of this pro-
digious inhumanity is made by Mr. Lancaster,
the owner of the Deerhound, who was within
three hundred yards at the close of the action.

The following is the account referred to: "I
returned late last night from Cherbourg, where I
had been a witness to the fight between the
Kearsage and Alabama. I regret to see that some
of the London papers are perverting and falsify-
ing the facts, so as to do great injustice to the
gallant officers and men of the Kearsage.

"The fight began about eleven A.M., and ended
a few minutes after twelve, lasting a little more
than an hour. The Alabama fired about sev-
ten shots at the Kearsarge before the latter fired
a gun.

"The Kearsage fired one hundred and sev-
ty-three shots. She was struck in the hull seven
or eight times, but has sustained no important
damage at all, and is perfectly ready for active
service. She has a crew of about one hundred
and sixty-five men, that of the Alabama being
about one hundred and forty-seven. The Alabama
had eight guns, the Kearsage only seven. The
firing of the Alabama was very inaccurate;
that of the Kearsage was excellent. A large
pivot-gun was particularly effective. The Kears-
age is spoken of as being iron-clad; she was no
more iron-clad than the Alabama might have
been, had they taken the precaution. She sim-
ply had a double row of chains hanging over her
sides to protect her machinery. Two shots from
the Alabama struck these chains, and fell harm-
lessly into the water."

"The Kearsage picked up sixty-three men,
one dead body, and two men who have since died
on board. She also took five officers. Captain
Winslow would now have all the officers and
men of the Alabama as prisoners, had he not
placed too much confidence in the honor of an
Englishman, who carried the flag of the royal
yacht squadron. The club will be indelibly dis-
graced unless they take measures to repudiate
and condemn the conduct of Mr. John Lancaster,
owner of the yacht Deerhound. I have no doubt
that this yacht was in the harbor of Cherbourg to
assist the Alabama by every means in her power;
that she did so I know; her movements before
the action prove it. When the Alabama went
down, the yacht, being near, was hailed by Cap-
tain Winslow, and requested to aid in picking up
the men in the water. The request was com-
plied with, and the Deerhound, after having res-
cued, as supposed, about twenty persons, includ-
ing Captain Semmes and First Lieutenant Kell,
immediately left, running toward England. Cap-
tain Winslow says the reason he did not pursue
her or fire into her was that he could not believe
any one carrying the flag of the royal yacht
squadron could act so dishonorable a part as to
carry off his prisoners, whom he had requested
him to save, from feelings of humanity.

"Captain Winslow considers Semmes and his
officers bound upon their honor to give them-
selves up as his prisoners of war. About five
minutes before the Alabama went down a boat
from her came to the Kearsage with an officer,
who surrendered the vessel, and then asked per-
mission to return with his boat, to assist in pick-
ing up the men. This was granted, when the
officer left, and after rescuing a number, princi-
ally officers, I understood, he went on board the
English yacht and escaped. Please excuse the
hurried style of this letter, but I was anxious
that while Captain Semmes and his party are
being feted for their glorious conduct, you might
be apprised of these positive facts.

"P. S.—The Alabama hauled down her colors
and ran up a white flag, at least ten minutes, I
should think, before she went down. Prisoners
taken from the Alabama state that at about three
o'clock in the morning before the engagement
took place, the chronometers in the Alabama
were transferred to the English yacht Deerhound,
then lying in the harbor, not far from the Al-
abama. The Deerhound was, in fact, acting as
tender to the Alabama before the action."
and crew of your yacht, the Deerhound, in rescuing him with thirteen of his officers and twenty-seven of his crew from their impending fate, after the loss of his ship.

"Captain Semmes reports that, finding the Alabama actually sinking, he had barely time to despatch his wounded in his own boats to the enemy's ship, when the Alabama went down, and that nothing was left to those who remained on board but to throw themselves into the sea. Their own boats absent, there seemed no prospect of relief, when your yacht arrived in their midst, and your boats were launched; and he impressively told me that to this timely and generous succor he, with most of his officers and a portion of his crew, were indebted for their safety. He further told me that on their arrival on board the yacht every care and kindness were extended to them which their exhausted condition required, even to supplying all with dry clothing.

"I am fully aware of the noble and disinterested spirit which prompted you to go to the rescue of the gallant crew of the Alabama, and that I can add nothing to the recompense already received by you and those acting under you in the consciousness of having done as you would be done by; yet you will permit me to thank you, and, through you, the captain, officers, and crew of the Deerhound, for this signal service, and to say that, in doing so, I but anticipate the grateful sentiment of my country, and of the government of the confederate States.

"I have the honor to be, dear sir, most respectfully and truly, your obedient servant,

"J. M. MASON.

"JOHN LANCASTER, Esq.,
"Hindley Hall, Wigan."

"Hindley Hall, Near Wigan, June 24.

"Dear Sir: I am in due receipt of your esteemed favor of the twenty-first instant, and am gratified to find that the timely aid we rendered with the yacht Deerhound to the gallant captain and officers and crew of the Alabama has met with your approval. I shall always look back to that event with satisfaction, however much we may regret the result which necessitated my interference. Yours, very respectfully,

"Hon. J. M. Mason."

"John Lancaster.

"Doc. 5.

OPERATIONS IN SOUTH-CAROLINA.

DEFENCE OF GENERAL BENHAM.*

After the fall of Fort Pulaski, in April, 1862, for the rest of the month it appeared impossible to effect any thing against the enemy with the few troops then available in this district, stretching along nearly two hundred miles of coast, from St. Augustine, Florida, to North-Edisto River, South-Carolina.

These troops did not consist of more than about fifteen thousand effective men.

At the close of April, the barge crew of General Ripley escaped from Charleston and were brought to Port Royal. They represented the troops and defences of Charleston to be very weak, comprising not more than five or six thousand men altogether, and those for a large portion raw troops or boys; so that General Benham then conceived a plan for attacking that city, which was at once informally laid before General Hunter, Commdore Du Pont, and others, and appeared to meet their cordial concurrence. This plan was to add to the force of some three thousand five hundred men, then at North-Edisto, by a well-concerted and simultaneous movement of our steamers, all the other disposable force in the district, to make some ten thousand in all; and by rapidly ferrying them across the North-Edisto River, to John's and Wadnelow Island, to march them in two columns, one on each side the Bokhick Creek to the dry landings at the Grimballs on either side of the Stono River, to take the rebel batteries at its mouth in the rear; and after thus opening the river to our gunboats, to dash across the lower part of James Island to Port Johnson, from which point or from Lanton's Place, one or two miles west, Charleston could be shelled at short-range, and Cummings Point, on the right, could afterward be secured for breaching Fort Sumter. This plan General Hunter delayed from day to day, not authorizing its execution, although at first he told General Benham "to get ready for it." But when General Benham proposed to send, as part of the preparation, the cavalry and artillery horses to Edisto, (the great cause of delay at any time,) General Hunter would not consent to it, and the proposition was still left in abeyance, with this obstacle existing whenever it should be determined upon. For which latter object, if found practicable, Morris Island was to be seized by a dash with two or three regiments and a battery of field-artillery under the fire of our gunboats. About the thirteenth of May, the steamer Planter, seized by slaves, came from Charleston. They brought the news that the Stono River was open and the rebel batteries dismantled there, and corroborated the previous information. And on the sixteenth, five deserters from Fort Sumter, by way of Morris Island, corroborated the above, with the further statement that they could see no batteries in passing the length of Morris Island. With all these facts before General Hunter, which showed him that had he authorized General Benham at first, it would have been met by a most fortuitous concurrence of circumstances, such as would probably have insured its easy accomplishment, the General finally concluded, on the evening of the sixteenth, to let General Benham make preparations for carrying out his plan for the occupation of James Island. But he directed him, at the same time, to inform the junior Generals, Wright and Stevens, that while pursuing forward every thing to be ready for the march at the earliest day possible, they were to be ready

* See the Reduction of Fort Pulaski, Vol. IV. Rebellion Records.