

The Palmetto Herald.

VOLUME I.
No. 21.

PORT ROYAL, S. C., THURSDAY, JULY 21, 1864.

PRICE
Five Cents.

THE PALMETTO HERALD

IS PUBLISHED BY

S. W. MASON & CO.,

EVERY THURSDAY MORNING,
AT PORT ROYAL, S. C.

Office cor. Merchants' Row and Palmetto Avenue

Terms:

Single Copy.....Five Cents.
One Hundred Copies.....\$4 00
Per Annum to any Address.....\$4 00

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THE SINKING OF THE ALABAMA.

The following are additional documents relating to the great victory over the pirate Alabama:

LETTERS FROM SECRETARY WELLES.

NAVY DEPARTMENT, July 6, 1864.—Your very brief dispatches, of the 19th and 20th ult., informing the department that the piratical craft Alabama or No. 290 had been sunk on the 19th 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 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 workshoppers. Her battery was composed of the well-tryed 32-pounders of 57 cwt., of the famous 68-pounder of the British Navy, and of the only successful rifled 100-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 gunning 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 fittingly 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 crews have been deteriorated, but that they maintain the ability and continue the renown which ever adorn 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.

Lieut.-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,

(Signed,)

GIDEON WELLES,
Sec'y of the Navy.

Capt. John A. Winslow, U. S. Navy,
Commanding U. S. steamer Kearsarge,
Cherbourg, France.

CAPT. WINSLOW'S STATEMENT.

Capt. Winslow, of the Kearsarge, has addressed a letter to the Daily News, in which he states that he did not send any challenge, but Semmes sent a request to Winslow not to leave, as he would fight the Kearsarge, and would only occupy a day or two in preparation. Five days, however, elapsed before they were completed. Capt. Winslow says that, in defense of the engines on the outside, the Kearsarge had "stopped" up and down her sheet chains. These were stopped with marline and eye bolts, which extended some twenty feet. This was done by the hands of the Kearsarge. The whole was covered by light plank, to prevent dirt collecting. It was for the purpose of protecting the engines when there was no coal in the upper part of the bunkers, as was the case when the action took place. The Alabama, toward the last, hoisted sail to get away, when the Kearsarge was laid across her bows and would have raked her had she not surrendered, which she then did by trying to get her flags down and showing a white flag over her stern.

The Kearsarge received twenty-eight shots above and below. The shots were abaft her mainmast, and two shots which cut the "chain stops," the shell of which broke the wood covering. They were too high to damage the boiler had they penetrated. The Kearsarge was only slightly damaged, and it was supposed on board that the action for hot work had just commenced when it ended.

A CARD FROM AN OFFICER OF THE KEARSARGE.

To the Editor of the Daily News:

SIR: I desire to bring to the notice of the Yacht Clubs of England the conduct of the commander of the Deerhound, which followed the engagement of the Alabama and Kearsarge. After the Alabama had struck, and her condition was unknown, her boats were observed to be lowering, one of which pulled directly to the Kearsarge, with an officer and several wounded men. The officer stated that the ship had surrendered some time before the Kearsarge slackened firing, and the remaining parts of the flag had been hauled down, and at last a white flag shown, and requesting that the boats might be sent to rescue life, as the Alabama was fast sinking.

Immediately the two boats remaining undischarged were called away, and his emergency was so great that the officer in command of the Alabama's boat was permitted to shove off to assist in this humane duty. It was now seen that the Alabama was settling fast. The Captain of the Kearsarge immediately hailed the Deerhound to windward, and stated her condition, requesting that he would run down and assist to pick up the men. The Alabama went down in two minutes afterward. The Deerhound lowered her boats, and was active in picking up the struggling crew, and it was seen that the officer who had come on board the Kearsarge at first to surrender, had gone with others to the Deerhound, and had shoved off the boat, leaving a large number of the Alabama's wounded men struggling in the water. Shortly afterward the Deerhound was seen moving off, and I reported it to Capt. Winslow. The answer I received from him was, it was impossible, the yacht was simply coming round; no commander could be guilty of such dastardly conduct, when he had been requested and permitted in the cause of humanity to save the lives of prisoners, to run off with them. But it was true, that Capt. Winslow had to regret that he had not opened his guns on the Deerhound.

It was afterward discovered that the Deerhound was a consort of the Alabama, and the night before had received many valuable articles for safe-keeping from the Alabama. Capt. Winslow maintains that all persons that the Deerhound took are prisoners; and his opinion, from his

knowledge of Capt. Semmes, is that he is too honorable, whatever the cost, to seek exemption by an act so dishonorable, and which would forever exclude all clemency. Now, Sir, I have not the same opinion of Capt. Semmes' honor. We shall see.—I am, &c.,

E. M. STODDARD, Master.

U. S. S. Kearsarge, Cherbourg, France,
June 23.

PARLIAMENT DISCUSSES THE FIGHT.

In the House of Commons, June 23, Sir J. Hay asked the Secretary to the Admiralty whether the attention of Her Majesty's Government had been drawn to the report of an action which took place last Sunday between the United States frigate Kearsarge and the Confederate ship Alabama; and whether they had considered the report of the Commander-in-Chief at Devonport on the preparation for battle of Her Majesty's ship Research; whether, as the last-named report showed that this class of ship would not fight her guns with advantage, and the first-named report showed that she would easily be destroyed in action, Her Majesty's Government would continue to build ships which could not be expected either to fight or swim; and further asked, as the advantage of guns of large calibre had been so clearly shown in the above-named action, whether Her Majesty's Government would at once obtain a proper supply of large rifled guns for the service of the navy.

Lord C. PAGET said, in answer to the question of the honorable and gallant member, he had to state that the Admiralty had considered, what he supposed every one else had, the action between the Kearsarge and the Alabama, which took place last Sunday, and which had no reference whatever to the question as to the Research. [Hear, hear.] They had likewise considered the report of the Commander-in-Chief at Devonport. That report went to show the fact that there was not room enough in the Research to work the guns, in consequence of the funnel and wheels being within the battery. They were taking steps to remove these, which were mere matters of detail—[hear, hear.]—and he had no reason to believe that there was any dissatisfaction with the Research. He was on board her a few days ago, when he asked the Captain, a young, active, intelligent officer, if he was perfectly satisfied. [Hear, hear.] With regard to the comparison drawn by the honorable and gallant member between that vessel and the Alabama, perhaps the honorable and gallant officer was not aware that the Alabama was a wooden ship and the Research was armor-plated, and that therefore there could be no comparison between them. With regard to the further question as to whether the Admiralty would continue to build ships which could neither fight nor swim, the Admiralty had no such intention. [Laughter.] What he could state was that the vessels were undergoing a fair trial, and he asked for them fair play. [Cheers.] He asked fair play for another experimental ship that was going out in a few days for trial, namely, the Royal Sovereign, which had been designed by that talented officer Captain Coles. [Hear, hear.] He should be happy to give the house at a later date the practical results of these trials. As to the question respecting guns the honorable and gallant member must be aware that the Admiralty were taking steps to obtain heavy guns. The honorable and gallant officer was himself present the other day at Shoeburyness, where the average weight of shot used was 167 pounds, and the average charge of powder 30 pounds. The heaviest charge was as high as 50 pounds, and the weight of the shot 300 pounds. They had ordered a considerable number of 10 1-2 inch guns, throwing 150-pound shot smooth bore, and likewise a large number of 7-inch rifled 100-pounders, and the Royal

Sovereign, the Prince Albert and Minotaur would go to sea with 12-ton guns, carrying 10 1-2 inch shot.

LATE NORTHERN NEWS.

WASHINGTON, Saturday, July 9.—To Maj.-Gen. Dix:—An official report from Maj.-Gen. Wallace, just received, states that a battle took place between the forces under his command and the rebel forces at Monocacy to-day, commencing at 9 o'clock A. M. and continued until 5 P. M.; that our forces were at length overpowered by the superior numbers of the enemy and were forced to retreat in disorder.

He reports that Col. Seward, of the New York Heavy Artillery, was wounded and taken prisoner, and that Brigadier General Tyler was also taken prisoner; that the enemy's forces numbered at least twenty thousand, and that our troops behaved well, but suffered severe loss. He is retreating to Baltimore.

EDWIN M. STANTON, Sec. of War.

[From the New York Times, July 10.]

The news this morning concerning the rebel raid is of a very exciting character, and develops the fact that the rebel force is strong enough to make a formidable resistance against Baltimore and Washington. A dispatch from Secretary Stanton, announces that Gen. Wallace fought the enemy yesterday at Monocacy River, and after a severe battle, our forces were compelled to retreat in disorder, before the overpowering numbers of the enemy, whom he estimates to be at least twenty thousand strong. At last accounts Gen. Wallace was falling back on Monrovia, a station several miles east of Monocacy. Much excitement existed in Baltimore last evening, and the city was being placed in a thorough defensive order. The Governor and Mayor had issued proclamations calling on all citizens to arm themselves and report for duty.

There are no further developments of force north of Hagerstown, which place is now occupied by our cavalry, and the invasion seems apparently to have come to an end in that direction. Nothing has been heard of Gen. Hunter yet, as to his whereabouts or movements.

Moseby seems to be more ubiquitous than ever. On Thursday night, he attacked and defeated a scouting party of one hundred and fifty, at Aldie, Va., under Major Forbes, killing, wounding and capturing nearly the entire command. He was pursued, but to no effect. Yesterday afternoon, with a small band of his followers, he turned up at a picnic, within six miles of Washington, and, after dancing with the young ladies, and devouring the refreshments, they took their departure, without committing further damage.

The Cincinnati Times of the 8th says, "We shall not be surprised to learn that Gen. Hunter or Gen. Crooks, whom we esteem the ablest officer, shall manage to get in the rear of the rebel raiders, and capture a portion of them in their retreat to the locality whence they came. From Harper's Ferry there is but one avenue open to the rebel dominions, and that is through Front Royal, at the head of the Luray Valley. The return of Hunter through Lewisburgh, if reinforced, would considerably interfere with the safe movements of the rebels on their return."

The farmers in Loudon County, who are in correspondence with the rebels, assert that the invading column consists of three divisions under Gen. Early, numbering perhaps twenty-five thousand men all told, and that only one of these divisions marched through as far as Harper's Ferry, the rest of the force remaining at Front Royal.

A very daring and hazardous expedition, which proved quite successful, was undertaken by Captain Cushing, of the United States Navy, in the vicinity of Wilmington, North Carolina, on the 24th

[CONTINUED ON FOURTH PAGE.]