

Mr. Dayton to Mr. Seward.

[Extracts.]

p. 488.]

PARIS, June 13, 1864.

SIR: I was on Saturday telegraphed by our consular agent at Cherbourg that a confederate vessel (supposed to be the Florida) had just anchored in that harbor. Some two or three hours later in the day he telegraphed me as follows:

"The rebel steamer is the Alabama, with thirty-seven federal prisoners. She has captured ship Rockingham, of New York, and a bark, off Cape of Good Hope.

"EDWARD LIAIS, *Vice Consul.*"

I immediately telegraphed Captain Winslow, of United States ship Kearsarge, now at Flushing. Captain Winslow has replied to me that "he will be off Cherbourg about Wednesday." * * * I likewise immediately enclosed to M. Drouyn de l'Huys minister of foreign affairs, a note of protest of like character as that made in the cases of the Florida and Georgia, a copy of which is herewith enclosed. I thought under all the circumstances it might be better not to neglect this, though the policy of the French government had been announced in the case of the other vessels. But I remembered that on one occasion when, in the course of conversation about these vessels, I said to M. Drouyn de l'Huys they needed but one ship more (the Alabama) to make the French ports a rendezvous for the entire rebel navy, and I thought she would next be here, he hastily said, "M., I will not permit that vessel to come in." It is just to say that this was not said by him, nor received by me, as a deliberate promise; it seemed rather an impulse, an outbreak of annoyance at the use their ports were being put to, which he truly remarked could not be the result of accident, but was obviously intended to beget trouble between France and the United States. Still the character of this vessel is so obnoxious, and so notorious, that it is possible they may exclude her; but, if otherwise, it is well to know and understand that they will apply their rules in the most extreme cases. If they act upon these principles they can scarcely complain if we, in return, when occasion shall arise, apply the same to themselves.

If any increase of our naval force on this coast is contemplated, as your late despatch informs me, I hope that as little delay in sending it may occur as possible. The arrival of the Alabama will spread universal dismay among American shippers in these seas and all engaged in American trade.

I am, sir, your obedient servant,

WM. L. DAYTON.

Hon. WILLIAM H. SEWARD,
Secretary of State, &c., &c., &c.

PARIS, June 11, 1864

MONSIEUR LE MINISTRE: You have no doubt been informed that the rebel corsair, the Alabama, arrived to-day at Cherbourg with thirty-seven federal prisoners.

Like protests as made by me in the cases of the Florida and the Georgia beg, for still stronger reasons, to extend to the Alabama.

Accept, sir, the assurance of highest consideration with which I have the honor to be, your excellency's very obedient servant,

WM. L. DAYTON

His Excellency M. DROUYN DE L'HUYS,
Minister of Foreign Affairs, Paris.

PARIS, June 17, 1864.

SIR: You will, doubtless, have received, before this, notice of the arrival of the Alabama in the port of Cherbourg, and my protest to this government against the extension of any accommodations to this vessel. M. Drouyn de l'Huys yesterday informed me that they had made up their minds to this course, and he gave me a copy of the written directions, given by the minister of marine to the vice-admiral, maritime prefect at Cherbourg, a translation of which accompanies this despatch. But he, at the same time, informed me that the United States ship-of-war the Kearsarge had appeared off the port of Cherbourg, and there was danger of an immediate fight between those vessels. That the Alabama professes its entire readiness to meet the Kearsarge, and he believed that each would attack the other as soon as they were three miles off the coast. That a sea fight would thus be got up in the face of France, and at a distance from their coast within reach of the guns used on shipboard in these days. That the distance to which the neutral right of an adjoining government extended itself from the coast was unsettled, and that the reason of the old rules, which assumed that three miles was the outermost reach of a cannon shot, no longer existed, and that, in a word, a fight on or about such a distance from their coast *would be offensive to the dignity of France*, and they would *not permit it*. I told him that no other rule than the three-mile rule was known or recognized as a principle of international law; but if a fight were to take place, and we would lose nothing and risk nothing by its being further off, I had, of course, no objection. I had no wish to wound the susceptibilities of France by getting up a fight within a distance which made the cannon shot liable to fall on her coast. I asked him if he would put his views and wishes on this question in writing, and he promised me to do so. I wrote to Captain Winslow this morning, and herewith enclose you a copy of my letter. I have carefully avoided in this communication anything which would tend to make the Kearsarge risk anything by yielding what seemed to me an admitted right.

To deliver this letter, and understand some other matters in respect to the alleged sale of the clipper ships at Bordeaux, I have sent my son to Cherbourg.

I am, sir, your obedient servant,

WM. L. DAYTON.

HON. WILLIAM H. SEWARD, &c., &c., &c.

Mr. Dayton to Captain Winslow.

SIR: This will be delivered to you by my son and assistant secretary of legation. I have had a conversation this afternoon with M. Drouyn de l'Huys, minister of foreign affairs. He says they have given the Alabama notice that she must leave Cherbourg; but in the mean time you have come in and are watching the Alabama, and that this vessel is anxious to meet you, and he supposes you will attack her as soon as she gets three miles off the coast. That this will produce a fight which will be at best a fight in waters which may or may not be French waters, as accident may determine. That it would be *offensive to the dignity of France* to have a fight under such circumstances, and France will *not permit it*. That the Alabama shall not attack you, nor you her, within the three miles, or on or about that distance off. Under such circumstances I do not suppose that they would have, on principles of international law, the least right to interfere with you if three miles off the coast; but if you lose nothing by fighting six or seven miles off the coast instead of three, you had best do so. You know better than I (who have little or no knowledge of the relative strength of the

vessels) whether the pretence of the Alabama of a readiness to meet you is more than a pretence, and I do not wish you to sacrifice any advantage if you will not do it. I suggest only that you avoid all *unnecessary* trouble with France; and if the Alabama can be taken without violating any rules of international law, and may be lost if such a principle is yielded, you know what the government would expect of you. You will, of course, yield no real advantage to which you are not entitled, while you are careful to so act as to make, *uselessly*, no unnecessary complications with the government. I ought to add that Mr. Seward's despatch, dated May 20, 1864, was in the following words: "The Niagara will proceed with as much despatch as possible to cruise in European waters, and that the dictator, so soon as she shall be ready for sea, (which is expected to be quite soon,) will follow her, unless, in the mean time, advices from yourself and Mr. Adams shall be deemed to furnish reasons for a change of purpose in that respect." That you may understand exactly the condition of things here in regard to the Alabama, I send you herewith a copy of a communication from the minister of marine of the naval prefect at Cherbourg, furnished me by the minister of foreign affairs.

Respectfully, your obedient servant,

WM. L. DAYTON.

Captain WINSLOW,

United States Ship Kearsarge.

[Translation.]

CABINET OF THE MINISTER,
Paris, June 15, 1864—noon.

We cannot permit the Alabama to enter into one of our basins of the arsenal, that not being indispensable to place it in a state to go again to sea. This vessel can address itself to commerce, (commercial accommodations,) for the urgent repairs it has need of to enable it to go out; but the principles of neutrality, recalled in my circular of the 5th of February, do not permit us to give to one of the belligerents the means to augment its forces, and in some sort to rebuild itself: in fine, it is not proper that one of the belligerents take, without ceasing, our ports, and especially our arsenals, as a base of their operations, and, so to say, as one of their own proper ports.

You will observe to the captain of the Alabama that he has not been forced to enter into Cherbourg by any accidents of the sea, and that he could altogether as well have touched at the ports of Spain or Portugal, of England, of Belgium, and of Holland.

As to the prisoners made by the Alabama, and who have been placed ashore, they are free from the time they have touched our soil; but they ought not to be delivered up to the Kearsarge, which is a federal ship-of-war. This would be for the Kearsarge an augmentation of military force, and we can no more permit this for one of the belligerents than for the other.

Mr. Dayton to Mr. Seward.

No. 492.]

PARIS, June 20, 1864.

SIR: By a despatch sent you by the last steamer, I informed you that a fight was anticipated between the United States ship Kearsarge and the Alabama, and that I had, after a conference with M. Drouyn de l'Huys, sent my son to

Cherbourg with a communication for Captain Winslow. He arrived there at 5 p. m. Our vice-consul, McLain, who has been at all times prompt and efficient, was at the depot watching for men supposed to be coming to the Alabama from the Rappahannock; none, however, came. The vice-consul applied to the maritime prefect to receive my son, who, when informed that he was the bearer of despatches from me for Captain Winslow, said he would give him a permit to go off to the Kearsarge next morning at 7½ o'clock. The next morning he did so, the ship then lying some six or seven miles off at sea. He found that the prefect had himself already communicated the wishes of this government as to the distance within which it wished a fight should not occur. The next information I received was at about half past 2 p. m. on Sunday, by telegram from my son, in these words: "Cherbourg, 19th June, 1864, 1 o'clock 22'.—The Kearsarge sunk the Alabama this morning, after a fight of one hour and a half. The Alabama sunk five miles from the shore." This was confirmed by a second telegram, somewhat later in the day, with the additional information that he had been on board the Kearsarge since the fight; that but three of her seamen were wounded; no officers were injured; that there was no important damage to the Kearsarge; that they had taken sixty-five prisoners, but that Captain Semmes and his first lieutenant had made their escape on board an English yacht. For the nationality of this yacht he must have depended, I presume, upon the information derived from those around him. It is by him received, therefore, with proper caution. I subsequently received from him a hastily written letter, dated Sunday, ¼ before 2 p. m., in which he tells me that from an elevated position near Cherbourg he saw the entire fight—that it lasted an hour and a half, at the end of which the Alabama tried to run away, but could not escape. The Kearsarge pursued, apparently, he says. She then surrendered, for the firing ceased. A few minutes after two boats were seen to put off from the Kearsarge, but before they could reach the Alabama she went down in a second, *apparently* without anything on board.

In the morning of the same day I received from Captain Winslow a telegram in these words: "Alabama is sunk; had I not better parole prisoners, as they incumber us for want of accommodations? Immediate answer." To this I replied: "By no means. To parole your prisoners would be to admit the Alabama a regular ship-of-war. Our government has always denied this. The St. Louis will be at Cherbourg in a short time and relieve you of your incumbrance, if you wish it."

I received a subsequent telegram on the same subject, and then wrote to Captain Winslow a letter, of which I send you, herewith, a copy. I have just learned from an eye-witness that a few of the dead and wounded from the Alabama were on the Kearsarge after the fight. I do not, however, suppose there was great loss of life even on board the Alabama. It is reported ten were killed besides those drowned, but this comes from confederate authority, and I have no great confidence in the accuracy of the statement. The destruction of this vessel off the French coast has excited a great sensation here, and will help to redeem our naval prestige, much diminished abroad of late years. It is but just that I should say that Captain Winslow has been equally prompt and efficient since the arrival of the Alabama in European waters. Immediately upon being informed by our consul at Cherbourg, on June 11, that the Alabama had arrived there, I telegraphed the fact to the Kearsarge, at Flushing. He answered on the 12th that he would be off Cherbourg about Wednesday—and he was there. He did not enter the port, (which would have subjected him to the application of the twenty-four hour rule,) but laid off beyond the three-miles limit—sometimes even out of sight. My son was informed that Semmes had instructed his agent in Cherbourg to inform Captain Winslow that the presence of the Kearsarge off Cherbourg was an insult! and he intended to come out and meet him. And it is just to say he did so, boldly, in broad daylight, accompanied by a French man-of-war to the distance of at least three miles, to see, doubtless, that the three-mile rule was respected, when she left him, and the battle soon commenced. The whole affair was clearly visible to all those well placed on the shore. Many boats went off towards its close, and helped to pick up the swimming and drowning men. Some were brought by our own boats to the Kearsarge, some were carried on shore, and some got off in an English vessel and were landed, I am informed by telegram, at Southampton. I have written you a rambling despatch, because in this way only could I send to you the facts which I thought it might be of interest for you to know.

I am, sir, your obedient servant,

WM. L. DAYTON.

HON. WILLIAM H. SEWARD,
Secretary of State, &c., &c., &c.

Mr. Dayton to Captain Winslow.

PARIS, June 19, 1864.

MY DEAR SIR: Permit me to offer you, your officers and crew, my hearty congratulations upon your success, this morning, in destroying the Alabama—that pest of the seas. You could have rendered to your country, I am sure, no service more acceptable than this; every loyal American will receive a knowledge of the fact with gratification and joy. I am happy in being able, as an organ of my countrymen, to tender to you thus promptly their thanks and congratulations. I am sure I can but express, very feebly by anticipation, their thanks and good wishes.

Your telegram as to the question of paroling your prisoners was not received in time to get off an answer which can be received to-night, the office at Cherbourg not being open, as I am informed, to receive despatches after 9 p. m. I telegraphed you, however, that you had better not parole your prisoners, because our government had always refused to consider the Alabama a regular ship-of-war; and to discharge these prisoners on their parole would be to concede to them a right which the government had, in effect, denied they were entitled to. The responsibility of determining the *status* I thought most prudent should be left to the government itself. The St. Louis was, two days ago, on its way to Cadiz and Cherbourg, and would, if necessary, relieve your decks of their incumbrances. Please report to me the *circumstances* under which Captain Semmes and lieutenant escaped on the English yacht referred to in the telegram from my son.

I am, sir, your obedient servant,

WM. L. DAYTON.

Captain WINSLOW, *U. S. Ship Kearsarge.*

Mr. Dayton to Mr. Seward.

No. 493.]

PARIS, June 22, 1864.

SIR: My son returned from Cherbourg last night by way of Havre, to which latter place, at the request of our vice-consul at Cherbourg, he had gone with the 37 prisoners brought into Cherbourg by the Alabama; these persons he left with Mr. Putnam, our consul at Havre, and then returned immediately to Paris.

It may not be amiss to state some additional facts communicated to my son while at Cherbourg in reference to the Alabama and Kearsarge. He was on board the latter immediately after the fight, and while there he was informed

That the Alabama had formally surrendered. That an officer had come on board the Kearsarge, said they had surrendered, that they were in a sinking condition, and asked assistance to save the crew. That this was at once granted. Their flag had been hauled down, but having no white flag at hand, they had torn off the colored part and used the white remnant for this purpose. That in the meantime, and after the surrender, the English yacht Deerhound came near the Kearsarge, and was asked by Captain Winslow, from motives of humanity, to help them pick up the crew of the Alabama. That they said they would do so. They then proceeded towards the Alabama, and picked up a number of the officers and crew, but instead of delivering them to the Kearsarge, as under the circumstances the officers of the last-named ship thought them bound in honor to do, they steamed off, and made their escape with the prisoners towards the English coast. Captain Winslow says he would have stopped or followed them, but while he observed them bearing off, he supposed they might be looking about for others yet struggling or floating in the water; that he never dreamed that this vessel, belonging to a reputable yacht club, could act so dishonorably, but the impression now is that the yacht was present there by concert with Semmes, and with a view not only to see the fight, but to aid the crew of the Alabama if occasion should arise for it. As some evidence of the relationship between these parties, the prisoners taken on board the Kearsarge from the Alabama say that Semmes did not, before going out to fight, deposit the chronometers taken by him from vessels destroyed with the Brazil consul or any other parties at Cherbourg, as reported in the journals, but that he did deposit about 120,000 francs worth of money and jewelry. That the chronometers he had collected were, about 3 a. m. of the day of the fight, put on board this English yacht. The yacht preceded him to sea on the morning of the fight only about half an hour, and communicated with him apparently as he came out.

The damages to the Kearsarge are entirely unimportant. She is ready again for service; she was touched by 28 shot in all; eight shots only struck her hull, four of these lodged there; one shell lodged, and still remains unexploded in her rudder port; port boat aft was struck twice, one shot went through the smoke-stack, one through the engine-room sky-light. All the rest hit in the rigging. The Alabama fired 18 shots before the Kearsarge returned the fire; the vessels nearing each other gradually. The Kearsarge fired in all 173 shots. The Alabama fired many more, but her firing was wild, while the practice of the Kearsarge was excellent.

I learn from my son that Captain Winslow not receiving any despatch as to paroling his prisoners until 11 o'clock at night of the day of the fight, (which was earlier than I supposed he would get it,) and being inconvenienced for want of accommodations, paroled the men, who were his prisoners, though not the officers, five of whom are yet with him. He put the men on shore that night. Perhaps he was right and I was wrong; at all events, it closes, as to the men, for the present, a question which might have been troublesome.

I am, sir, your obedient servant,

WM. L. DAYTON.

Hon. WILLIAM H. SEWARD,
Secretary of State, &c., &c., &c.

The following is the official report of Captain Semmes :

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 June 19, for the purpose of engaging the enemy's steamer *Kearsarge*, which had been lying off and on the port for several days previously. After clearing the harbor we descried the enemy with his head off shore, at a distance of about nine 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 to keep our respective broadsides 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 but little damage, I returned to solid-shot firing, and from this time onward 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 in 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, dangerously wounding several of my men. 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 towards the wounded, and such of the boys of the ship as 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 to the crew, jumped overboard and endeavored to save himself. There was no appearance of any boat coming to me from the enemy until after the 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 chains 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; also 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 iron-clad. Our total loss in killed and wounded is thirty, to wit, nine killed and twenty-one wounded.

I have the honor to be, very respectfully, your obedient servant,
R. SEMMES, *Captain.*

P. S.—Captain Winslow has come up to Paris; the Kearsarge is yet at herbourg, ready for sea.

I have received a telegram from Flushing advising me of the arrival of the Niagara at Antwerp. I am glad she is there. There is little doubt an effort being made to furnish Captain Semmes with another ship. I enclose you a slip cut from *La France* of this morning, which purports to give some details. It would seem that it is taken for granted that the men paroled will pay no attention to their parole. I had heard this before, but could not credit it.

D.

[Translation.]

THE ALABAMA.

They write us from Cherbourg that the greater part of the seamen of the Alabama have left that city after having received one month's pay and their travelling expenses. They have received the orders of their captain, and have kept secret the name of the port at which they are to meet again.

Captain Semmes has not left England. He has called near him those of his officers to whom he has intrusted the armament of the new vessel of which he will soon take the command. According to the information which we have been enabled to obtain, the new Alabama will be a small, sharp-built corvette, with covered blinds within, and provided with a powerful battery. Captain Semmes has, it is said, ordered to be privately made three pivot guns capable of throwing hollow projectiles of 170 pounds English, and solid shot of 220 pounds. His crew, which consisted of 142 men, will be increased to 172 men. This information is positive. We are entirely ignorant of the port where the vessel is to be fitted out, but it is probable that no degree of watchfulness will prevent her from taking the sea.

The confederates have no large squadrons like their adversaries, and, in order to injure them effectually, they have armed, as privateers, a portion of their war vessels, which are manned by picked officers and crews. The Alabama was so equipped. That vessel was entered on the register of the southern navy as No. 87; the Florida, so known, was set down as No. 83. She is commanded by a captain of a frigate. The war of these privateers is terrible to the commerce of the north, to which it causes enormous losses. In the actual state of

things, this warfare is completely lawful. It is the same warfare which France waged with so much success against England under the Empire, and we know the high estimation in which Napoleon the First held the celebrated Surcouf upon whom he bestowed the cross of the legion of honor. This estimation the present Emperor has continued to hold for his memory, and he has desired that his name should be given to one of the vessels of the imperial navy. One of our most efficient corvettes is called the Surcouf, and also two of our ships-of-the-line are called the Jean-Bart and the Duguay-Trouyn. These facts may be known.

Semmes, the commander of the Alabama, has been accused of having caused his prisoners to be put in irons. This accusation deserves a short and irrefutable explanation. The hatred which the people of the north have for the people of the south, and reciprocally, is known. The war which they are waging against one another causes these passionate feelings to be greatly aggravated. They both treat, by reciprocity, their prisoners of war with a harshness which is unknown in Europe.

Captain Semmes is known for his humanity. Numerous facts prove it; but on one occasion the confederate corvette, Jefferson Davis, fitted out as a privateer, was captured by a northern frigate. The commander of the privateer and ten of her crew, who drew lots therefor, were put in irons. The government of Richmond being officially informed of this fact, ordered its officers to act in like manner for the period of six months. It is proven that Semmes only so acted in compliance with higher orders issued in consequence of a reciprocity.

Our information from Cherbourg makes known to us that the Kearsarge was still at that port, and that her repairs will not be completed before the middle of July. It has been found necessary, in order to have a duplicate thereof in case of an accident, to have made, by private parties, one of the principal parts of her machinery.

A. RENAULD.

Mr. Dayton to Mr. Seward.

No. 497.]

PARIS, June 29, 1864.

SIR: I have the honor to send you herewith a translation of a letter received by my son from M. Dufour, surgeon-in-chief of the government hospital at Cherbourg.

A telegram received the night before last, from our vice-consul at Cherbourg, states that Gowan, the seaman of the Kearsarge, most dangerously wounded, having a compound fracture of the leg, is dead.

I am, sir, your most obedient servant.

WM. L. DAYTON.

HON. WILLIAM H. SEWARD,
Secretary of State, &c., &c., &c.

Surgeon Dufour to Mr. Dayton.

Translation.]

CHERBOURG, June 23, 1864.

SIR: I am happy to give you favorable news of the three men of the Kearsarge, who were confided to my care, and whom you saw during your visit at Cherbourg. The one whose thigh and leg were seriously injured is in as satisfactory a state as possible, and I hope to be able to avoid an amputation, the result of which, as it would have to be made very high up, would be very uncertain. The sergeant whose arm was amputated is not doing badly; the last (the third) will certainly recover.

Be pleased to communicate this information to M. your father, and say to him that everything which solicitude and most lively sympathies can impose in the way of care will be given to the wounded which the fight has brought us. Be pleased, also, to believe in the great pleasure I will have to complete your acquaintance when I shall go to Paris. If you need any further information write me.

Believe me your very devoted. I shake you cordially by the hand.

DUFOUR,

*1st Surgeon-in-chief of the Navy,
President of the Board of Health.*

Among the men of the Alabama, the one whose fore arm was crushed gives me much anxiety; the others much less.

Mr. Dayton to Mr. Seward.

No. 499.]

PARIS, June 30, 1864.

SIR: Upon the suggestions of Captain Winslow, now in Paris, I have written a letter to the minister of marine, expressing my thanks and high appreciation of the humanity and kindness shown to the wounded at Cherbourg by the surgeon and provost surgeon of the navy hospital at that port. Enclosed I send you a copy of the letter.

I am, sir, your obedient servant,

WM. L. DAYTON.

HON. WILLIAM H. SEWARD,
Secretary of State, &c., &c., &c.

PARIS, June 29, 1864.

MONSIEUR LE MINISTRE: After the late combat between the Kearsarge and Alabama, off Cherbourg, the three wounded men of the crew of the Kearsarge, and all the wounded men of the crew of the Alabama, in our possession, were placed in hospital at Cherbourg. Since that time they have received the constant care and attention of Monsieur Dufour, surgeon-in-chief of the marine, and of Monsieur Aubin, surgeon of the second class, provost to the hospital of the marine.

I beg, as well in behalf of these unfortunate sufferers as of my government, to express my thanks and high appreciation of the humanity and kindness which have marked the conduct of Messrs. Dufour and Aubin in the discharge of their professional duties in behalf of these unfortunate men.

I have the honor to be your most obedient servant,

WM. L. DAYTON.

THE MINISTER OF THE MARINE, &c., &c., &c.

Mr. Dayton to Mr. Seward.

No. 501.]

PARIS, July 1, 1864.

SIR: Captain Winslow, of the United States ship Kearsarge, which is yet at Cherbourg, came to Paris some days since with a view, as he informs me, to consult some distinguished oculist residing here. He has been received by the

Americans of Paris with great attention and respect. A dinner, attended by many Americans now here, was given to him and two of his officers on yesterday, which passed off with much eclat. The naval guests have made a most favorable impression on all those with whom they came in contact.

I was yesterday telegraphed by Mr. Pike from the Hague, "Prussian corvette Yeddo is reported arrived in the Weiser."

The newspapers have recently been alleging a sale of these vessels at Breda to Prussia. It may be so.

I am, sir, your obedient servant,

WM. L. DAYTON.

Hon. WILLIAM H. SEWARD, &c., &c., &c.

Mr. Seward to Mr. Dayton.

No. 597.]

DEPARTMENT OF STATE,

Washington, July 2, 1864.

SIR: I have received your despatch of the 13th of June, No. 488, which informs me of the arrival of the Alabama at Cherbourg, and which is accompanied by the protest you delivered on that occasion to M. Drouyn de l'Huys. The proceeding is approved. I have laid your communication before my colleague, the head of the Navy Department, and I shall be able, before the departure of the mail on Monday next, to give you information of his views in regard to naval demonstrations in European waters.

I am, sir, your obedient servant,

WILLIAM H. SEWARD.

WILLIAM L. DAYTON, Esq., &c., &c., &c.

Mr. Dayton to Mr. Seward.

No. 511.]

PARIS, July 14, 1864.

SIR: I have the honor to enclose herewith a translation of a communication just received from the French minister of the marine and the colonies, being an acknowledgment of the receipt of my note of thanks to Messrs. Dufour and Aubin, surgeons at the navy hospital at Cherbourg, for their kindness to our sailors after the late fight between the Kearsarge and the Alabama.

I am, sir, your obedient servant,

WM. L. DAYTON.

Hon. WILLIAM H. SEWARD,

Secretary of State, &c., &c., &c.

M. P. de Chasseloup-Laubat to Mr. Dayton.

[Translation.]

DEPARTMENT OF THE MARINE AND THE COLONIES,

Paris, July 7, 1864.

MONSIEUR LE MINISTRE: I received the letter which you did me the honor to write to me on the 29th of June last, on account of the care given at the navy hospital at Cherbourg to the American sailors who were wounded in the fight between the Kearsarge and the Alabama.

According to your desire I have taken true pleasure in transmitting to Messrs. Dufour and Aubin, surgeons of the imperial navy, the thanks which you have been pleased to address me in the name of the government of the United States, begging me to extend them to these gentlemen.

Accept, Monsieur le Ministre, the assurance of my high consideration,

Ministre, Secretary of State, of the Navy, and of the Colonies,

P. DE CHASSELOUP-LAUBAT.

The MINISTER of the United States, at Paris.