

Forest Grove Steam Laundry

Wood, Coal, Cold Storage and Ice.

MERTZ & LATTA

Cor. 5th Ave. and 2nd St., Forest Grove, Ore.

W. F. HARTRAMPH

Feed Mill will run every day in the week.

Wholesale and Retail

Bran, Shorts, Rolled Oats, Ground Oats, Ground Wheat, Cracked Wheat, Cracked Corn, Whole Wheat and Corn, Middlings and several kinds of Hard Wheat Flour, Sack Twine and Sacks, Hay and Vetch Seed.

Give us a call when in need.

Ind Phone 50x Forest Grove, Ore

S. A. WALKER H. LIDYARD

WALKER & LIDYARD

SHOEMAKERS

1st Ave. N., near Main St.

We are prepared to do the very best of all kind of shoe work.

UP-TO-DATE MACHINERY

Special attention given to crippled feet.

WM. WEITZEL

Tinning and Plumbing, Sheet Metal Work and Repair Shop.

North First Avenue, between Main and "A" Streets; phone 863.



From the preparing of the food to the serving, absolute cleanliness and painstaking care is observed by the

Forest Grove Oyster House

Everything to Eat Oysters and Shellfish a Specialty.

Open Day and Night

ED. BOOS, Proprietor



BUTTER WRAPPER PRINTING

at the **FOREST GROVE PRESS**

100 for \$1.25
250 for \$1.75
500 for \$2.25

The War Fifty Years Ago

Confederate Activities South of James River---General James Longstreet Sent to Petersburg by General Lee. Confederate Attempt to Recover Suffolk, Va., and Plymouth, Washington and Newbern, N. C.---Lieutenant W. B. Cushing's Early Boat Adventures---The Confederates Building Ironclads in North Carolina. Attack on Newbern and Siege of Washington---A Ferryboat Serving as a Federal Warship.

By Captain GEO. L. KILMER, Late U. S. V. In midwinter 1863 a revival of long dormant activities by the Confederates in the coast region south of the lower James river indicated a new policy. From the time of the withdrawal of the Federal army of the Potomac and General A. E. Burnside's North Carolina forces to northern Virginia in the summer of 1862 there had been no formidable armies of either side in the whole district.

Before abandoning the peninsula in August, 1862, General McClellan detached one division from the Fourth corps of the Army of the Potomac and sent it to southeastern Virginia. Its commander, General John J. Peck, was soon placed at the head of the district around Suffolk, with headquarters at that port on the river Nansemond. General Peck's force numbered about 9,000 men.

At that date the Confederates had a force on the Blackwater river, a stream

by Federalists, prevented the completion of the vessels, but the same firms secretly made contracts to build warships in the interior, upon the shores of navigable streams.

A Second Merrimac Ram.

This time fifty years ago one of the most formidable of these ships was under construction at a point near Edward's Ferry, on the Roanoke river. She was later known as the ram Albemarle. The iron for the machinery and armor of the ram was picked up at shops and farms all over the country between Wilmington and Richmond. The project was looked upon as a chimera in the brain of Commander J. W. Cooke, whose zeal in her construction under great difficulties was almost fanatical.

In spite of the secrecy with which the work was carried on by Cooke's assistants, the Federals soon learned of the second Merrimac which was to be. Suspicion, if nothing more definite,



Copyright by the Review of Reviews Company.
GENERAL J. G. FOSTER, U. S. A., AND GENERAL D. H. HILL, C. S. A., OPPOSING COMMANDERS AT WASHINGTON, N. C.

west of Suffolk and emptying into Albemarle sound. General J. J. Pettigrew was Confederate commander on the Blackwater, and his opponents believed that he could muster 15,000 men. Suffolk is less than twenty miles from North Carolina, and south of the state line the Confederates were in almost undisputed control of inland territory which included streams navigable for small gunboats and some bodies of water which would float an ironclad.

The Confederates had the advantage of holding interior lines and connections direct from Petersburg, on James river, and Richmond. They drew supplies from the region for their army around Richmond and moved troops back and forth, now to defend Richmond and again to operate in North Carolina.

Lieutenant Cushing Wins His Spurs.

The Federal naval operations in North Carolina waters in the winter of 1862 had destroyed all the naval power of the Confederates. Boats not captured or destroyed in battle had been driven to refuge in small streams. Federal vessels of all kinds, but of limited size, patrolled the waters. They belonged to the north Atlantic squadron, which extended its activities to the Virginia waters contiguous. Thus the same force—that is, the same ships and officers—operated on both sides of the line.

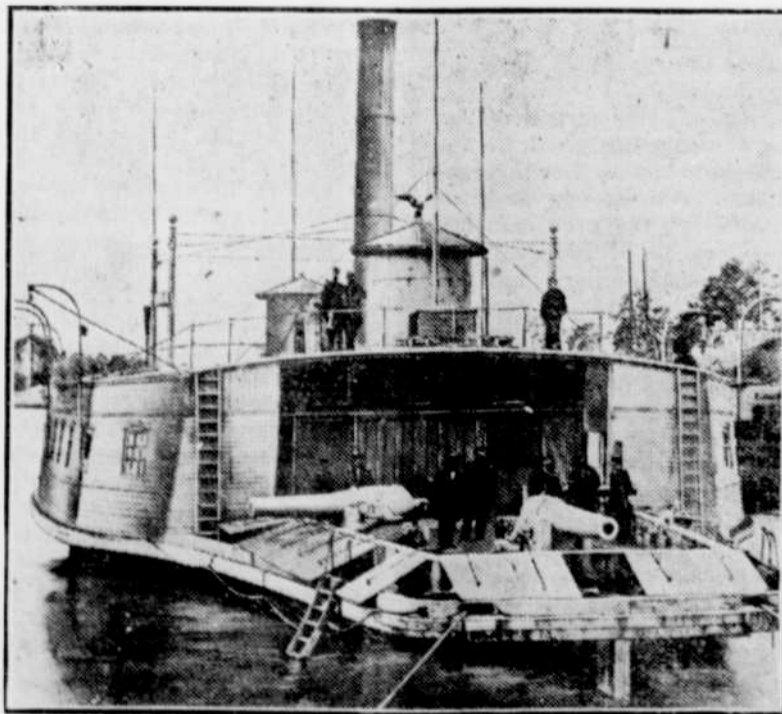
Into this field, ripe for adventure, the daring sailor, Lieutenant William B. Cushing, had been sent in the fall of 1862. His first exploits were around Wilmington, N. C., and on the Nansemond. This time fifty years ago he commanded a flotilla comprising four small gunboats, which was hastily dispatched to the Nansemond river by Admiral S. P. Lee, commanding the north Atlantic squadron. The boats were sent to aid General Peck in checking a movement of Confederates from the line of the Blackwater against Suffolk.

Cushing and his colleague in the work, Lieutenant R. H. Lamson, had to contend with Confederates no whit less daring and resourceful than themselves. Among these were Lieutenant John Taylor Wood and John Y. Beall. Both of these sailors later gave startling accounts of themselves, Beall losing his life in the prosecution of a partisan warfare.

Although Confederate enterprise was held in check by superior power, it was not stifled. Before General Burnside's forces captured Newbern and Elizabeth City in 1862 North Carolina shipbuilders at these points had made contracts to construct three gunboats and ironclads for the Confederate navy. The occupation of the region

caused Lieutenant Commander C. W. Flusser to investigate the demand for old iron bolts and bars along the Roanoke river. Flusser was at least another Cushing. He was senior officer on Albemarle sound in Admiral Lee's squadron and was to be among the first victims of the future ram. Flusser learned that the new ram was patterned after the old Merrimac and might prove as formidable.

As is often the case, Flusser's information was not promptly acted upon or the monster would have been destroyed before completion. When at last this was thought of the water was



Copyright by the Review of Reviews Company.
THE U. S. S. COMMODORE PERRY, ARMORED FERRYBOAT, CONSPICUOUS IN NORTH CAROLINA.

low, and the gunboats equal to the task could not ascend Roanoke river far enough to reach her.

An Armored Ferryboat.

One of the vessels used by Lieutenant Flusser for daring scouting excursions in shallow North Carolina waters was the converted ferryboat Commodore Perry. This vessel had been bought by the Federal government in New York to serve in blockading the Atlantic coast ports. Being of light draft, she could steam up the shallow inlets and rivers of North Carolina.

The old ferryboat could fight as well as skim the water. She was armed with four nine-inch smoothbore guns,

a twelve pounder rifle and a 100 pounder rifle and had proved a match for the best gunboats in the Confederate "mosquito fleet" by running down and sinking its flagship, the Sea Bird, in battle in February, 1863. Flusser took her for his flagship.

The object of Confederate enterprise south of James river in the spring of 1863 was to recover all that had been lost the year before. Plymouth, on Roanoke river; Washington, on Tar river, and Newbern, on the Neuse, were the principal port towns inviting recapture. Washington lies about thirty miles south of Plymouth, with no water connection except by circuitous route through two rivers and Pamlico and Albemarle sounds. New Bern is thirty-six miles south of Washington, but has shorter water connection with that point than has Plymouth.

The Federals controlled the waters in the spring of 1863, but the Confederates controlled railroads running from the great military centers of both Virginia and North Carolina to within reasonable marching distance of all three places.

Longstreet's Big Enterprise.

Up to this date fifty years ago the two principal armies contending for the mastery in Virginia had never met without General James Longstreet's presence on the Confederate side. From Bull Run to Fredericksburg Longstreet's brigade or divisions or corps had given hard blows to some opposing unit in the Army of the Potomac. In February, 1863, two divisions of the corps which he then commanded disappeared from Lee's winter quarters on the Rappahannock.

Rumors spread throughout the north placed Longstreet at various points other than where he was. Kentucky and Tennessee were said to be in danger of invasion by his renowned legions. Not until he was heard from south of James river in March could it be supposed that Lee had spared his "old warhorse" for any project not bearing directly on his own campaign in northern Virginia.

The fact was that Lee supposed that Hooker would transfer his army from the Rappahannock to the James river and try to attack Richmond on the "south side" route. He sent Longstreet to Petersburg to prepare to meet such a move. When Longstreet learned that the region to the south of him was fat in army supplies he ordered the troops to make a general advance and get possession of them.

Siege of Washington, N. C.

A division of Confederates led by General J. J. Pettigrew had attacked Newbern on March 14 without success. The move appeared to be a feint to cover a more formidable operation against Washington, conducted by General D. H. Hill. Pettigrew marched from Newbern to Washington, which was garrisoned by only 1,200 Federals. The troops for this campaign had marched from Goldsborough, fifty-seven miles distant.

The Federal commander of the department, General J. G. Foster, kept his headquarters at Newbern. Hearing of the Confederate move on Washington, he started by water to re-enforce the slender garrison and direct the defense. His vessel ran aground in Tar river and delayed the expedition until it was too late to forestall Hill.

Hill's force surrounded the town on March 30 and during the next three days planted batteries on the river bank at different points to repel the advance of Federal gunboats. With the aid of gunboat fire Foster's ship got through the blockade of batteries, and the general was able to prepare a strong defense.

General Hill was not enthusiastic in this particular crisis. He delayed attack until the Federal position was

The Bankers & Merchants Mutual Fire Association
Of Forest Grove, Oregon

Absolutely Safe and Reliable
Conducted on Economic and Business Principles. The Home Company That Has Made Good. Insure Your Business or Dwelling in The Bankers & Merchants

GILTNER'S GROCERY

Phone Main 701
South Main Street, Forest Grove, Ore.

Fresh Vegetables Every Day

Log Cabin Bread
Fresh Each Morning

Amber and Golden Gate **COFFEE**

Neat Printing

is something every business man desires when he orders stationery. Neat appearing business letter heads, envelopes, statements, bill heads, cards, etc., are what can be had from the Press Publishing Co. Neat printing

Is Our Motto

and we endeavor to live up to it at all times. When we fail to deliver a job of printed work which entirely satisfies, we are prepared to make it right. A job turned out of this office must be correct in every particular. Bring your work to the

Press Publishing Co.

and be assured of securing something which is typographically correct, tasty in construction and neat in appearance.

ELECTRIC POWER

Cheapest and Best

Washington-Oregon Corporation.