



BUST UNVEILED — Joseph W. Martin Jr. (R-Mass.), is shown unveiling a bust of himself in the Old House Office Building in Washington, D.C. The bust was donated to the nation by the National Federation of Republican Women. Martin is the only living person with a statue in the rotunda of the building. (UPI)

THIS WAS THE CIVIL WAR

New Orleans Federals' Target

By MERTON T. AKERS
United Press International

Two red lights suddenly glowed from the mizzen mast of the USS Hartford at 2 a.m. April 24, 1862.

The signal sent a fleet of 17 Federal warships steaming up the Mississippi river in three divisions toward Confederate Forts Jackson and St. Philip, twin star-shaped works commanding the channel at Plaquemine Bend.

Target: New Orleans, largest and richest city in the Confederacy.

These forts and 14 defending vessels, mostly converted steamers and tug boats, mustered 166 guns, capable of throwing 7,139 pounds of projectiles in one round. The Federal ships could fire 20,224 pounds, or nearly three times as much.

In the days of wooden ships the rule of thumb was that a fleet attacking forts must have five guns for every defending gun.

Ordered Signal

All that, the old man who posted himself in the shrouds of the Hartford, his flagship, knew when he ordered the red lanterns hoisted. But he ordered the signal anyway.

He had taken all precautions. His ships were protected by a sort of chain armor—anchor chains draped over the sides and overlapped.

On April 18—Good Friday—his 19 mortar boats—schooners carrying the snubbed guns and towed by steamers—had started pounding the forts. In the five days before the fleet moved against the forts these mortars had fired 16,800 shells. Jackson and St. Philip were damaged but far from silenced.

The old man—David Glasgow Farragut—was flying his flag of independent command. He was a captain in the U. S. Navy in which he had served since he was nine years

old. At 62 he was hungry for victory.

The period of "softening up" the forts was over. Now was the time for fighting, the square-jawed old salt reasoned the time to shoot it out, gun to gun, ship to fort.

Federal Gunboats

At 3:40 a.m. he swung his fleet through a 60-foot channel blasted out of a barrier below the forts by two daring Federal gunboats a few nights before.

The battle for New Orleans was on.

The Confederates lighted brush piles on the shores and fire rafts. The scene was as light as day when the ships and forts opened fire.

The Hartford, trying to dodge a fire raft—scows piled high with wood soaked in pitch and resin and pushed by tugs—went aground under the guns of Fort St. Philip. The fire raft lodged against the side of the Hartford and set it burning.

"Don't flinch from that fire, boys," Farragut, now down on the deck, shouted. "There's a hotter fire than that waiting for those who don't do their duty. Give that rascally little tug a shot."

Guns leaped to their pieces and sank the tug with two shots. An alert clerk uncapped three shells, dropped them over the side on the raft. The explosion sank the raft and the fire hissed out.

The Hartford backed off the shoal and into the general fight again.

Answered Challenge

Most of the outgunned Confederate ships ran when the fleet came through the boom, blocking the channel, but three answered the challenge.

One, a seven-gun ex-revenue cutter, was caught in the fire of three Union gunboats and sank almost before she got into action.

The Confederate ram, Manassas, a turtle-back ship ar-

mored with half an inch of iron, rammed one of the Union ships ineffectually but was caught in the fire from the forts which mistook her for a disabled Federal vessel.

Her captain ran her ashore, punctured and afire.

The Governor Moore, unarmed sidewheel steamer, carrying two guns, one on the bow, one on the stern and commanded by Capt. Beverley Kennon, took in after the 10-gun Varuna, the fastest ship in the Federal fleet.

The Moore suddenly appeared out of the darkness and fired on the Varuna, which replied, scattering dead and wounded over the steamboat's deck.

By now the Moore was too close to the Varuna to use her forward gun. Kennon fired one shot through his own prow and followed it with another through the hole made by the first. That shot knocked out the Varuna's pivot gun. The Moore then rammed her, backed off and rammed again, firing each time through the hole in the prow.

That was enough for the Varuna. She made for the shore and sank.

Kennon, flushed by this victory, ordered the Moore downstream to attack the rest of the Federal fleet. But his helmsman had no stomach for ambitious schemes.

"I'll be damned if I stand here and be murdered," he shouted and headed the ship for shore.

Five Union ships polished off the Moore. Of 93 in her crew, 57 were killed and 17 wounded.

That about wound up the fight.

By dawn the Federal fleet had run past the forts.

Farragut halted his ships and took stock. He had lost the Varuna and three light gunboats; 37 killed, 147 wounded.

The Confederate flotilla was destroyed. New Orleans lay helpless up-river for the taking and Farragut headed in that direction.

He made short work of the Confederate batteries at Chal-

mette, where Andrew Jackson had licked the British 47 years before.

George Washington Cable, not quite 18 then and after the war a popular novelist, described the scene as Farragut's fleet reached New Orleans.

"Ah, me, I see them now as they come slowly around Slaughterhouse Point into full view, silent, grim and terrible; black with men, heavy with deadly portent; the long banished stars and stripes flying against the frowning sky..."

"The crows on the levee howled and screamed with rage."

"Betrayed, betrayed," the crowd chanted, Cable reported.

Julia LeGrand, a New Orleans society woman with a sharp pen, thought so, too.

"...these people (the Federals) can do nothing without gunboats," she wrote in her diary, and added, somewhat wistfully:

"We should have had gunboats if the Government had been efficient, wise or earnest."

Her government had tried to have gunboats. The Louisiana and the Mississippi, two ironclads, were nearly completed. The Louisiana, her engines too weak to propel her, had been anchored at Fort St. Philip and used as a floating battery. She was fired by her crew after the battle. The Mississippi, under construction above New Orleans, was set afire when the end came and floated down the river, a flaming reminder to the city of too little and too late.

On April 28, the garrisons of Forts Jackson and St. Philip, now isolated, mutilated and surrendered to Cmdr. David Porter, who had been left behind by Farragut with the mortar fleet.

On the 29th, Maj. Gen. Benjamin F. Butler landed with 18,000 troops and occupied New Orleans.

Confederate Maj. Gen. Mansfield Lovell, a former New York City street commissioner charged with the defense of the city, marched his 3,000 troops away to fight another day.

IKE TELLS PLANS

Palm Desert, Calif. — (UPI) — Gen. Dwight D. Eisenhower and his wife, Mamie, plan to leave their winter vacation home here next Sunday for the east, it was disclosed Saturday.



Your Money's Worth

By SYLVIA PORTER

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HISTORIC TRADE BILL SHAPING UP

While Congress is home for Easter, work will continue in Washington on the writing of the historic Trade Expansion Act of 1962—a law which is destined to affect the lives of tens of millions of American businessmen, wage-earner and farmers and in fact, to reshape the free world.

The time-table now indicates the bill being prepared by the House Ways & Means Committee will reach the floor of the House in early May. There the debate will reach crescendo over whether to give President Kennedy the most sweeping powers ever held by a U.S. President to slash the tariff walls shielding our industries from foreign competition and to enter into a trade partnership with the booming nations of a united Europe.

The outlook is brightening for a bill which will give the President close what he asked for in January. He won't get all the authority he wants but he'll get the key fundamentals, according to the latest appraisals. And this means that:

During the years ahead, the tariff walls protecting our industries and workers from Europe's competition will crumble—giving Europe's producers the chance to sell much more here.

During the years ahead too, the tariff walls protecting Europe's industries and workers from our competition will crumble as well—giving U.S. producers the chance to sell much more there.

Against his background, the already imperative need to keep prices and wages under control so we can meet foreign competition at home and abroad becomes even more imperative—and the timing of steel's attempt to hike prices last week becomes even more incredible.

Imports are sure to soar as our tariff cuts make foreign goods less expensive. Competition from quality, attractively priced imports is fierce now, is sure to become fiercer. The made-in-U.S. product has to be able to compete at home or millions of American consumers are going to shift to the made-abroad item.

Our exports also will climb sharply as Europe's tariff cuts make our products less expensive. But they'll not climb as fast as they should and we'll not hold our customers unless our prices remain competitive. There's simply no disputing the challenge.

What we have to do is plain.

We must invest tens of billions more than we are now investing in modernizing our factories and equipment so we can turn out better goods at cheaper prices. This was the reason behind Big Steel's effort to boost prices—to get the extra profits to put into new plants—but raising prices is the worst way to get this money now. Liberalizing the depreciation rules so corporations investing in modernization can write off the cost of the plants faster will help spur the programs. The tax credit bill being written by Congress will help. There are other ways to speed modernization on which government, industry and labor can agree. We're competing against superbly mechanized foreign factories run by industrialists as shrewd as ours and out to get as much business as they can. If our plants become obsolete, we're doomed.

We must support every drive to expand our exports. Many companies could join the ranks of exporters if they would only bother to get guidance from the Commerce Dept. or their own trade associations. Many now exporting could hike their sales abroad if they'd only bother to re-learn the techniques of hard selling and servicing.

We must pour increasing billions into research to develop superior products and new ones to intrigue the home and foreign markets.

And we must keep our production costs under control.

The trade bill is moving through Congress and if Congress passes a strong imaginative law, it will pave the way for our partnership in a world both more united and more competitive than ever before. It's a turning point in our life as a nation.

The steel industry could have turned us the wrong way. We may be thankful that it wasn't allowed to do so.

Goldwater Fears Possibility of Pacifist Trend

New Haven, Conn. (UPI)—Republican Sen. Barry Goldwater, GOP campaign chairman, has charged that the book "Liberal Papers" shows evidence of a "dangerous trend" of pacifist sentiment in the United States.

Goldwater, speaking before the Yale Political Union at Yale University, said the book

could "easily serve as a guide for pacifists appeasers." The Arizona conservative leader said recommendations in the book, a collection of essays which have been under Republican attack recently, "would take us to abject surrender of practically all of our national strategic interests."

He said the recommendations included United States recognition of Communist China, United Nations membership for that nation, demilitarization of West Germany and Soviet "plug-in" use of the anti-missile Dew Line.

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