

VICKSBURG WEEKLY HERALD

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THE WEEKLY HERALD

OFFICIAL JOURNAL OF WARREN COUNTY AND CITY OF VICKSBURG.

JAS. M. SWANSON, Publisher.
W. B. SPEARS, Editor.

SATURDAY, JULY 30, 1870.

CAPT. FREDERIC SPEED takes his leave of the Times and Republican in a valedictory of over three columns. We will not presume to criticize his remarks therein contained because now he is "out of the harness" and has not the same facilities that we have, for defence. Yet we should, we think, naturally take exceptions to some things there stated. As a general thing our journalistic relations with Capt. Speed have been pleasant and we have found him a fair foe and an honorable friend. We wish him well in every station of life, even though we differ widely in politics.

AMERICAN SYMPATHY.

The European war is the main topic of the public journals, and many if not most of the leading papers have declared themselves either for Germany or France.

What reasons there are to call for this public expression of sympathy by the American press for either we cannot conceive. True, it is but natural that journals should be interested in the matter, and natural, perhaps, that that interest should incline to the one side or the other; but, being American journals, what object or justification they can have for exerting their influence to, possibly, embroil our people in the matter, is beyond our ken.

Journalists, after all, are only men, and, like other men, may rightfully and naturally entertain prejudices and sympathies; but they have not, therefore, a right to press their individual views upon their readers, in their character as journalists, when those views are irrelevant and foreign to the purposes and interests of their government and people.

Wherein, may we ask, does this war in Europe concern the United States that we should throw our influence into the one scale or the other?

The ordinary criticism of the course of either party to the struggle is not what we condemn, for that is the rightful province of journalism, but we condemn the plain effort to bias public opinion in favor of either combatant.

The principles involved are not those which should naturally catch the sympathy of this people. As well as we can understand the real causes of antagonism they comprise the same with both parties, viz: personal rivalry between the sovereigns; and the greed for territorial aggrandizement. There is no matter of just principle involved; nothing that should win the sympathy or admiration of our people. By the expression "our people" we necessarily mean, the American people; it is but natural that Frenchmen and Germans should have their sympathy enlisted with their native land respectively, if only as a matter of national pride.

We could and, during the struggle, probably shall say things for and against both sides, but that does not necessitate us to attempt to bias public opinion either way. As we conceive there could be only one cause for which this country could be drawn into the maelstrom of war, and that cause, as concerning us, is too remote to be effective; it is the balance of power in Europe. The growth of neither of the European powers is likely to be so extraordinary that America need fear for herself.

As the situation appears at this juncture the other powers of Europe will not permit any material aggrandizement of territory by either party to the war; and thus the contest narrows itself down to a personal rivalry. With this view, if correct, it would seem that a few heavy battles will decide the war, as they will sufficiently indicate "who is the best man." Neither party have enough at stake to warrant an exterminating and desolating war, and, it would seem, neither can desire such. The probability of a short, sharp and decisive contest is very near, and America and Americans have nothing to do but stand aloof.

No sort of argument and no assertions can alter the fact, that the effort to organize the Whig party in this State is simply nothing more nor less than a scheme of the Radicals to disunite the opposition to them, and thereby strengthen their own foothold. Any Whig who cannot at once perceive this shallow object, must be wilfully blinded by some material and tangible arguments of the Radical party.

The newspapers in speaking of a naval attack on "Kehl" show little knowledge of German geography. Kehl is a town on the Rhine opposite Strassburg, and being an inland town it is impossible that it should be the object of a naval attack. The place intended is Kiel, an important naval station of Prussia on the Baltic, in the Danish country of Schleswig-Holstein. It commands the important passage known as the Little Belt, and, with Alesen, forms the main naval defence against the French occupation of the Baltic.

The Macon Beacon says: "An affray took place last Saturday, at Shuquak, at which Mr. Andrew Haynie was badly shot in the side by Jack Campbell."

The Natchez Courier gives information of the death of Mr. Levin R. Marshall, of that place, who died at Pelham, New York.

The same paper mentions the reports of the cotton worm, and that the grass worm is damaging the cotton.

We are glad to notice that Hon. John W. C. Watson, Judge Sharkey, Potter, Giles M. Hillyer and many other distinguished Whigs who have been the acknowledged leaders of the party for years, are too incorruptible to be seduced by the siren song of those office seekers and place hunters who favor a meeting in Jackson, (at the Pilot office we suppose) next fall to determine the course they are to pursue. The Brandon Republican, Macon Beacon Meridian Mercury and all such Whig papers, influenced by principle alone and feeling contempt for "place and perquisite" unless they are the reward of honor and manliness, scout the very idea of meeting in any such bogus concern. Be firm, brave old line Whig brothers, our great leader said he had rather be right than president. We had better be right than have all the offices and emoluments Alcorn and his minions could ever bestow.—Iuka Gazette.

Dave Jones, from the Lake plantation, about six miles from town, brings us in several bolts of open cotton looking very finely. This is early. Pickling will be generally commenced in this section in about two or three weeks.

BREVITIES.

Dickens expressly stipulated by deed that his publishers should be reimbursed for any pecuniary loss which might come to them by reason of his sickness or death before the completion of "Edwin Drood."

On Long Island, the other day, a wag threw a handful of shot into a friends face just as another man fired a gun. The struck man fell insensible, and nearly died from fright.

A negro boy in Columbus, Ohio, rashly went in bathing the other day and was drowned. His mother said it served him right for taking up new-fangled notions. He never was washed before.

The Richmond Enquirer, with commendable modesty, says "If a man on earth has any doubt of a hell on earth, let him go to North Carolina."

A Missouri editor "will never quit editing while God gives him strength to swing a pen or stick a moral cockle burr under the cropper of loyalty and sham piety."

OPINIONS OF THE ORLEANS PRINCE.—A New York telegram of 24th inst. to the St Louis Republican says:

New York, July 24.—Letters received from the Orleans prince, who served during our war, state that France is in a most excellent condition for war, and express confidence that Prussia will be whipped. The whole of the French army is enthusiastic and trained for the business on hand. The infantry is far superior to the Prussians, and the chasseur has decided advantages over the needle gun. The artillery service has been considerably strengthened by the revolving cannon, which will be the great feature of the war. Experiments on horses were made with them in Paris on the 11th instant, when in a very few minutes 500 horses were killed. Prussia comes slowly up to her work, while in France all is enthusiasm.

WAR NEWS BY MAIL.

London, July 27—midnight.—Advices from special correspondents at Cherbourg, states that a squadron is completely formed, and is under the command of a Vice Admiral and two Rear Admirals. The chief in command being Vice Admiral Count Bouvet Willaumez, whose flagship is the iron-clad *Suvillante*, commanded by Grivel. The first division is under the order of Rear Admiral Rathvon, whose flagship is the iron-clad frigate *LaSovere*, commanded by Perigo. This division comprises the iron-clad frigate *Guierro*, commanded by DuQuillo, the iron-clad frigate *Ocean* commanded by DeScheny, the iron-clad guardship *Rochambeau* Commandant Bouce, and the iron-clad ram *Toureon*, Commandant D'Appere. The second division is commanded by Rear Admiral Denderlee. It comprises the iron-clad frigates *Gouters*, Commandant DeGoquiere, and *Flage*, Commandant Duval, the iron-clad corvettes *Theitis*, Commandant Serres, and the *Jean D'Arc*, Commandant Rebouast. The *Rochambeau* above mentioned in the Dunderberg, bought from the United States. Her armament is fifteen guns of 94 and 184 inches bore, throwing solid shot weighing 475 pounds a distance of 13,000 feet. The fleet is thoroughly equipped in all respects, but trained seamen are wanting. The first division was to sail on Saturday evening; the second probably on Tuesday.

London, July 27.—The French reports another cavalry skirmish near Metz, and claim that the Prussians were beaten, and lost three officers.

The Globe, speaking of the projected secret treaty, says "as it embodies the proposition made at the close of the war of 1866 its publication at the present moment is consequently unfair and mischievous."

Dispatches from Paris announce that the Emperor leaves to-night from the frontier.

The environs of Cologne have been cleared of inhabitants, and the buildings and trees will be leveled in preparations for a siege.

The French government extracts coal from the articles that are contraband of war.

Rome, July 27.—His Holiness, the Pope, is in receipt of official information from France, that all the French troops, now in this city, have received orders to immediately evacuate the Pontifical territory. The Italian government having promised to respect the Pope's dominion.

Paris, July 27.—The Journal Official republishes a call for 90,000 additional troops from the contingent of 1839. The conference of the regency upon Eugene was officially announced to-day.

The Moselle Rhine and Bras Rhine have been declared in a state of siege.

THE FORTIFICATIONS AT METZ.

A special correspondent writes from Metz, under date of July 21, that three camps have been formed around that city. He was allowed to inspect Fort St. Quentin under guidance of an officer, and full information was furnished him. The fort is to be completed in twenty-four hours. Sixty cannon are being placed in position. Ditches, casemates, bomb-proof barracks, and everything connected with a fortress are constructed on an immense scale. The work is not destined to defend Metz merely—that place was sufficiently fortified before—but to protect a vast encampment like the present, of give shelter to a beaten army.

The fact that the walls were commenced a month ago is clear proof of how France has been preparing for an offensive war at the first opportunity. There are two forts, St. Quentin, commanding the broad valley of the river and approaches to the town. The guns of the fort can play with tremendous effect on any enemy that may advance through the valley to attack the town, while in the valley there is ample shelter for a whole army, guarded on one side by the guns of the town and on the other side by the guns of the forts.

The officers at the forts did not expect to leave for the frontier in less than eight days.

A Captain in the Prussian Engineer Corps has just been arrested in the fort as a spy.

MARSHAL BAZAINE

was in Metz. Horses belonging to members of his staff were kept saddled and standing before the hotel, but no move had yet been made.

SHORT OF SUPPLIES.

Great difficulty was experienced in getting supplies forward not only from Paris, but from the country about Metz. All horses belonging to inhabitants have been seized, and even meat and vegetables are beginning to fail. This indicates that the French movements may be still sometime delayed.

PRUSSIAN TROOPS.

A correspondent writing from Paris, says that Prussian troops

were passing through the Black Forest toward Basle. Several detachments had been stopped by the Swiss authorities, who have an observation corps of 25,000 soldiers.

GENERAL MCMAHON'S HEADQUARTERS.

were at Strasbourg. A strong French force was massing to prevent surprise through the Vosges de Files. Troups were pouring into Strasbourg from Bismarck. Every thing indicates that the first great blow will be struck in the vicinity of Strasbourg, and a great force had already arrived at that place, all of which had been transported by railroad, and a French frigate had been dispatched to the scotch coast to recruit seamen from the fisheries.

BELGIAN NEUTRALITY.

The tone in official circles is rather too indifferent about protecting Belgian neutrality.

ENGLISH RELATIONS WITH FRANCE.

are less strained than they were a few days since. Some fears are expressed that the government will be found to have been too deferential to Napoleon. It is doubtful whether the whole correspondence will be published.

OVER THE BORDER.

Information has been received here, that on Sunday a body of German Lancers passed the border near Saarbruck, and tore up the rails for a long distance on the Metz railroad, destroyed a viaduct and returned to camp without any loss.

FRENCH CONCENTRATING ON BELGIUM FRONTIER.

The French are concentrating at Dunderk, on the coast, near the Belgian frontier.

FRANCE AND SPAIN.

The existence of a treaty offensive and defensive between Spain and France is denied by the ministerial organs here, but is reasserted by other journals nevertheless.

The Post and Standard, in their last edition, to-day, gives space to considerable comment and ridicule of the Times' statement of the existence of a secret Prussian-French treaty. They characterize it as bad French written by a German. The Times reiterates its authenticity, and declares it has proof and will produce it.

Of the probable effects of the war upon cotton the World says: "We trust the South will not abandon cotton for grain. Its true interest requires it to keep right on in the revival of its old industry. It has now a golden opportunity to fill all the markets with its staple and completely supplant its rivals. The present complexion of affairs points to a short supply of millinery and trimming goods from Germany with an active demand here, considerable speculation and higher prices. Switzerland, so far as its labor and manufacturing are concerned, is likely to be as much demoralized and embarrassed by the preparations for an armed neutrality as by a state of actual war. Switzerland is one of the great competitors with Germany in articles adapted to the millinery trade. The outgoing steamers for European ports are very deeply laden with breadstuffs and provisions. The Calabria left yesterday with a very heavy cargo and laden so deeply as to attract even the attention of people who know little of shipping matters. The goods hitherto carried to Europe in the German steamers are now conveyed by vessels flying the flags of nations not yet engaged in the war."

HOW \$50 ARE MADE OUT OF \$45.

A very ingenious trick, by which a gang of swindlers are making money by mutilating national bank notes of the denomination of five dollars, has recently come to our notice. The dodge consists of making ten bills out of nine, and is so managed that there is but one pasting to each of the manufactured notes. The nine whole bills are taken, and from the right of the first one-tenth is sliced off; from the right of the second two-tenths; from the right of third three-tenths; and so on to the number nine, from which 9-10's are taken from the right, or what amounts to the same thing, one-tenth to the left. Number one is pasted as it is, with a tenth gone from the right; the one-tenth taken from the number one is pasted to the residue of number two, from which two-tenths are made to answer the place of three-tenths taken from number three, and so on through. Thus nine five dollar notes are completed, leaving his original nine, with a tenth gone from the left as a tenth note. It will be seen that but a tenth is gone from each bill, and in a different place on every one, and a little ingenious pasting makes the loss imperceptible to ordinary observers. It is certain that large numbers of these mutilated bills have been put into circulation, and our readers will do well to look out for them. The rogues who have carried out the fraud were cunning in selecting the denominations they did. Larger bills would have been more closely scrutinized, and smaller ones would not have been so remunerative. The department will not redress a bill which bears evidence on its face that it has been tampered with, and we advise our friends to scrutinize their five dollar bills closely.

GREAT PRUSSIAN NAVAL STATION.

A Duplication of Cherbourg—How the German Coast may be Affected by the War.—The History of an old Military Strong-hold.

The telegraph brings the information that the mouth of the Weser has been closed by sunken hulks to prevent the entrance of the vessels of the French navy. There is no doubt that this news is correct, but no one should wonder if the same measures for the better defense of the German coast were also applied to the mouth of the river Elbe.

Inasmuch as it is generally conceded that she is not a match on the ocean for France, whose navy exceeds the Prussian about four-fold, the latter power has but little left save to close her commercial harbors voluntarily, by sunken hulks, torpedoes, etc., and thus keep the intruder out. This she can do the more effectively because the coast all along there is low, marshy, and difficult of approach—very much like that of Holland, and exceedingly dangerous in foul weather; so that there is but little danger from a landing, except in a sheltered spot like the mouth of a river. What the Prussians are going to do in the Iahde Busen for the defense of their future great naval station, Iahde, remains to be seen. This spot was originally and as early as 1811, selected by Napoleon I, for a naval station, he being then in possession and controlling the whole of that part of Germany's coast, and he had it not only surveyed for that purpose, but had already erected some fortifications when his downfall put an end to the scheme.

Prussia, anxious to create a navy, and without a suitable spot of her own, bought this same Iahde in 1854, on the strength of the old French surveys (the only ones then in existence,) for the sum of 500,000 thalers, from the Duchy of Oldenburg, to which it then belonged. After thorough and exhausting surveys, Prussia finally, about four years later (in 1858,) commenced to build and to fortify a marine harbor on the largest scale, and has ever since, and in spite of the greatest difficulties, pushed her work forward, so that it is now very near completion.

The basins are large and capable of floating a fleet of the largest iron-clads. The fortifications are extensive, and the barracks already built and building will comfortably accommodate a respectable army. Two of the greatest drawbacks of this establishment are want of good water, and the circumstance that the ebb tide falls fully twelve feet, thus preventing the largest size men-of-war from entering the harbor at all except at high tide. The channel is also difficult, but that, in time of war, and as an additional means of defense, is rather desirable than otherwise. France will make her fleet blockading the mouth of the Weser and that of the Elbe near by strong enough not only to effect this purpose but also to keep in check any number of war vessels the Prussians may have available in the neighboring bay of Iahde to raise the blockade.

There are three points of great importance to Prussia, to be defended along the Atlantic coast. The mouth of the Weser, with the opulent city of Bremen and its seaport called Bremerhaven, which is situated about half way between Bremen City and the mouth of the river, and connected with the city by railroad. West of the mouth of the Elbe is situated the wealthy city of Hamburg, the former queen of the Hansa, and up to this day, the home of Germany's proudest merchant princes, who are the owners of great fleets of vessels; and not far distant the bay of Iahde, with its naval station, which is destined by Prussia to become her principal marine harbor—in fact, a second Cherbourg.

And Prussia, if she wants to give relief to her Atlantic coast must send her navy from the Baltic. Therefore, unless a decided movement of Prussia's navy from her Baltic port is heard from, a naval engagement on a large scale is not to be expected. It is of course probable that France will attempt to take possession of the harbor of Iahde, but the defense of Prussia will then be simply by means of her forts, for the waters of the basin, or bay, are far too shallow and the channel too narrow to admit the maneuvering of war vessels.

We were shown yesterday, by Mr. Laughlin, of this place, some cotton-buds covered with small globular or oval bodies, supposed to be the eggs of the cotton moth, which produces the boll worm. Should they prove to be really such, they will greatly damage the crop.—Enterprise Star.

Acquitted.—Thos. H. Johnson was tried and before Equities Catchings, Bates and Proctor, on Friday and Saturday last, for shooting and killing J. J. A. maker, several weeks since, and acquitted on the plea of self-defense.

Conservative of July 30th says.

"We learn from a young gentleman who was a witness to the fact that Mr. Lewis Magle's living near the Tallahatche River, last week killed a panther with his gun, which measured nine and a half feet in length."

Enterprise Star.

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Mr. Quail's Legend of a Baggage Master.

There is something in the following (copied from the Cleveland Plaindealer,) that will be highly interesting to summer travelers:

I knew him. It was years ago. His name was—well, call it Bumps. If you got into a railroad struggle, where one struggles to get another off the track, you will know more about Bumps or your friends will. This Bumps was a nice young man. His hair was always combed low down; he wore brass buttons; there was never any dust on his heels; and there was a mysterious report current that he had been known to call on the "sherry" for three, on a fourth of July, and actually pay for it.

We held him in awe, we boys did. He could talk about lever watches, pointer dogs, steam barges, and he could relate incidents of difficulties in prize rings so beautifully that I used to wish to knock some one in the stomach and break some ambitious Englishman's jaw-bone. If Bumps said anything the whole town swore that it was so. If he didn't say anything we all stood back and waited for developments.

At last he went away. His uncle used his influence to get him a position as baggage master. I never heard of him for years, but I was called in one day to see him die. I went with great pleasure. Bumps was a mere skeleton; his eyes were like saucers; his hair was all torn off from tearing round so in bed. He told me all about it. He drove everybody out of the room, bade me string up my nerves to bear a most mournful tale, and then he commenced. He took charge of trunks and boxes, and commenced by lifting them by the handles, and setting them down carefully. He had not observed a month, when the President of the road called him into his office, cut down his salary and told him if there were any more complaint from the conductor, Bumps would be bumped out of a berth. Then the young man grew cold and stern. He was bound to suit that railroad corporation or die. He began by walking up to a poor old chest belonging to an orphan, and putting his foot through the corner; the conductor saw the act; the two shook hands and they wept for hours on each other's breasts. Bumps had not made two trips before he could sling a catchel eleven rods, retaining both handles in his grasp. Innocent owners of such things threatened him, and commenced suits against him, and swore they would never ride on that road again, but Bumps was firm. He was dignified; he was solemn; he was working for a higher sphere; he was trading in the path of duty.

When gentle females would hang up their under little baskets and sachets, Bumps would smile a diabolical smile, and he would get in a corner and jump on the articles, and toss them up and kick them, and fling them through ethereal space. And when the train stopped, he would throw out a water-trail and a tooth brush to answer the call of check "22." Husbands struck at him, and dared him out of his den, and called him a base fiend, but Bumps was solemn. He knew his line of business. When he got hold of a nice trunk he would carry a countess like a strawberry for joyfulness. He would jerk off one handle, then another then kick in the ends, then takes an axe and smash the lock, and then he would let the shirte and things rattle out on the track. It got so at last that people actually paid high prices for the privilege of living along the line of that road, as they got their shirte for nothing. All that was needed was to have the children follow up Bumps' train.

But there came a black day. A miserable, contemptible, sneaking wretch, who owned a saw-mill and nail factory, went traveling. He ran his factories for two weeks on nothing but trunk stuff, and he brought out the wickedest trunk that ever went into a car. It was seven feet thick all round, and there were sixteen rails driven in one on top of the other, until the thing was clear proof. Then he gave it into Bumps' hands, charging him to "be very careful, if he pleased." The train started, Bumps got the axe as usual, and struck at the lid, but the axe bounded back. He struck once more; the axe flew to pieces. Then he got a crowbar and a can of powder but he couldn't burst a rail. He swore and jumped up and down, and wanted to die, and wished he'd never been born. He got all the train men in, they all pounded, but the trunk held him firm. It went through all right. It was handed down without a jam, the owner was there to say "Thank ya, sir," and he pretended he was going back again, and had the chest put aboard once more. Bumps grew pale. He grew sick. His legs shook. He had chills all over him. The trunk went back a witness of man's inhumanity to man. Bumps grew worse. He felt that he was forever disgraced, and went to bed with brain fever. They tried to console him, and said that they could have trusted the chest if they had only thought to have a collision, but the spirit of the man was gone. I was there when he died. I never want to weep as I wept then. He just sunk right away, murmuring, "Cuss that r-r-r-n-k!"

Enterprise Star.

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TURNING AROUND CORN.—It is generally the case that in passing through corn fields in autumn, we find the space between the rows occupied with sturdy weeds; sometimes the spurious vegetation completely overtops the maize, and "casts it into the shade." Now we would inquire, is it not worth better and more prudent to sow a crop that will contribute to his resources than to sow it filled with such productions, and which will not do only "sweep the land" crop wretchedly, but foul it by the dissemination of their seeds? Certainly no farmer can doubt the advantage of sowing the purple top turnip seed at the last dressing of the corn crop, and sowing it in, or sowing just before a rain and allowing it to cover it, he can have a hundred bushels of good turnips per acre, if the soil be rich and well cultivated, instead of a host of worthless and pestilent weeds.

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