#### SPIRIT OF THE PRESS.

Editorial Opinions of the Leading Journals upon Current Topics-Compiled Every Day for the Evening Telegraph.

TEARS! IDLE TEARS!

From the N. Y. Evening Post. Of all the impudent proclamations which the world has read within the last dozen years, not excluding Beauregard's "Beauty-and-Booty" order, and Sauta Anna's excommunication of President Juarez from the huwan race, the proclamation sent out by the captive and dethroned Napoleon, from his prison, and addressed to the French

people, is surely the most impudent.

"Betrayed by fortune," he begins, as though still unconscious that his own blunders, vacillation, and tyranny caused his fall. "My presentiments" and "my rights," we read next about, as though "presentiments" were worth anything which did not warn him against forcing war upon Germany; and as though his "rights" to misgovern France were really entitled to the consideration of a nation which has suffered almost every conceivable humiliation and woe through his pretentions incapacity.

And he declares "all acts illegitimate, because, as it seems, "there is only one government in which resides the national sovereignty, able to heal the wounds," and

The Pope's bull against the comet is a poor joke compared with this new Napoleonic bull against the history of the last six months. It was a cunning piece of malignity in Bis-marck to keep the Empress Eugenie away from Wilhelmshohe. If she had been there she would not have let Napoleon make a laughing stock of himself; for she has shown herself, in these later days, to the amazement of the world, as capable as her husband is weak, as strong as he is silly; and if France were tempted to re-establish the Empire, we should a lvise Frenchmen to put Eugenie on the throne, and assign to Napoleon the humble but more appropriate task of guiding the fashions and looking after what he calls "society."

THAT WHITE LIGHT ON THE DRAW-BRIDGE.

From the Cleveland Leader.

The newspapers are making an uncomfortably strong case against Mr. Vanderbilt, and enough is already well established to make the New Hamburg disaster likely to be a costly one to the reputation of the Hudson River managers. The testimony given on the inquest was interesting, but it was confused, contradictory, and proved little in regard to the one or two especial points upon which the public most wanted light. When all is done, however, then comes a citizen of New Hamburg-not a railroad man-and one who is not, therefore, afraid to tell the facts as he knows them. This person asserts that the fated express train was lured to its ruin by a white light hanging over the drawbridge, and indicating up to the mo-ment of collision that all was safe. During the season of navigation a man is specially charged with the manipulation of this light and the working of the drawbridge. At the freezing up of the river in December this man was discharged, and the care to the charge of the bridge signal given of another man, whose chief duty was the water-tank in Old Troy, a quarter of a mile below the bridge. Not being at the bridge when the oil train was wrecked, this man could not of course drop the light, and thus warn the approaching passenger train of danger, and hence the calamity of last Monday night. In a word, the work of two men put upon one, and his failure to be at the tank and the drawbridge at the same time, were the beginning of this disaster. A full, fair comparison of all evidence thus far adduced would show that three minutes elapsed between the wreck of the oil train and the arrival of the express, and had that safety signal—visible for a mile and a half down the track been promptly lowered, the now dead engineer would have been duly warned. This certainly constitutes a serious charge against Mr. Vanderbilt, and in the present state of public feeling, that personage will not escape a newspaper scoring which will require all his thick-skinned indifference to enable him to bear without flinching. Already the Albany Legislature is proposing to require all railway bridges in the State to be made of iron, and to prohibit the locking of car doors while a train is in motion. It is only by such lessons as that at New Hamburg that any railway reforms are ever suggested, and it is to be sincerely hoped that so terrible and costly an experience will not be allowed to go for

TRIUMPHAL ENTRY OF EMPEROR WILLIAM AND THE GERMAN ARMY INTO PARIS.

From the N. Y. Herald. Despatches from Versailles have announced that the Emperor William and his German army will make a triumphal entry into Paris at noon on Sunday, February 19. The route of the procession has been designated, and the Prussian troops detailed for the purpose have been told off to occupy the houses along its line, and to insure the promises of the police that no untoward demonstration on the part of the populace will occur during the lunch which the Emperor is to partake at the Tuileries with his court and the general officers of the army and during the subsequent defile of the army of investment before his Majesty. Military bands will be stationed at intervals along the Military line of the route by which the Emperor will proceed to the Tuileries after reaching Paris by the railway from Versailles. The German national colors will be exhibited along the entire route from the railway station to the chateau. Despatches add that all the troops before Paris have been fully reinforced to the utmost war strength, many of them having received new uniforms, to be worn on their march into Paris and on their mounting guard at all the public buildings of the city. The new draft of Prussian troops is made up for the most part of unusually fine looking young fellows, and the landwehr present a

It is not probable, however, that the magnificent triumphal display on next Sunday will awaken in the minds of the Parisians fond as they proverbially are of military spectacles-anything like the enthusiasm with which the allied sovereigns were welcomed when they entered Paris on the 31st of March, 1814. On that memorable occasion the scene was so brilliant and impressive that even the sober Alison becomes eloquent in describing it. Its effect on the multitude which crowded the windows, covered the roofs and thronged the streets was so irresistible that the historian says: -"Passing from the extreme of terror to that of gratitude, the Parisians gave vont in the loudest applause to their astonishment | vidual spirit which pledges to the support of

splendid appearance.

and admiration." The alarm excited by the red Cossaeks of the Guard was dispelled by wonder at the superb array of Prussian cavalry and light horse, Austrian grenadiers, Russian and Prussian footguards, Russian cuirassiers and artillery, together with the splendidly uniformed household troops, and by eager and almost disgraceful curiosity to get a glimpse of the sovereigns, par-ticularly of the Emperor Alexander. Savary relates that at this matchless review there were to be seen ladies, and even ladies of rank, who so far forgot the respect due to themselves as to give themselves up to the most shameful delirium. They threw themselves over the circle of horses which surrounded the Emperor of Russia. More than one of the English officers who took a part in the procession testify that they "bad a fair Parisian, sometimes en croupe, al others on the pummel of their saddles, at the Place Louis XV." It is not likely that any Parisian ladies will awaken jealousy on the part of the Empress Augusta by similar ridiculous manifestations towards the Emperor William. It remains to be seen whether the Emperor of Ger-many will emulate the delicacy and mag-nanimity which the Emperor Alexander evinced in his proclamations to the Parisians and the French people. Exulting—not with-out reason—that single and alone he is to reap the fruit of the unparalleled victories of the German army by entering Paris no less triumphantly than the allied sovereigns entered it after victories won by the combined armies of Europe, Emperor William might well afford to be even more generous now toward the French than the Emperor of Russia was in 1814. The Emperor of Germany would thus deserve the gratitude of the French and win the applause of the world.

RECONSTRUCTION IN MISSISSIPPI. From the N. Y. Times.

Governor Alcorn's annual message to the Legislature of Mississippi, now in session, may not be entirely novel among kindred documents, but it is, at all events, so remarkable that we may fairly congratulate the State on having so intelligent and faithful a Chief Magistrate. Governor Alcorn remarks that "the actual work of reconstruction began from the moment at which the laws of the last session of the Legislature took practical effect," and that, in the midst of this doing and undoing, the Federal census was taken. In order, therefore, to ascertain the condition of things-or, as he calls it, the "ruin" -at the time of the new departure, he employed the recess in making "elaborate inquiry into the social and economical facts of the State," both with the aid of the census and by circulars specially addressed to county officers. The result is the message, which consists substantially of statistical tables and comments subjoined

The first table, for instance, is called the agricultural census, and embraces six counties on the middle belt between the Mississippi river and Alabama, combining, as the Governor says, "all our physical and our social peculiarities—bottom-land and upland, ridge and prairie, negro country, white country, and mixed country." It embraces the area of improved and unimproved land, the value of farm and farm implements, the quantity of the various products, number of live stock, as contrasted in the census of 1860 and that of 1870. Every item but two shows a decrease, ranging from eleven to ninety-eight per cent. Molasses and oats alone show an increase. On this Governor Alcorn remarks, that the falling off in cotton production sixty-three per cent. coinalmost exactly with the dimincides ished value of agricultural implements (sixty-one per cent.), suggesting a relation of cause and effect. Indian corn, too, and swine have declined in the same ratio, (sixty-five per cent.) Other coincidences probably remain to be pointed out. From the gain in oats it would be too much to infer an increase in horses, and, in fact, in comparison with other stock, they show the heaviest reduction-forty-nine per cent, The chivalry here come in for a neat rap from the Governor, who trusts that this reduction is "in the appliances of idleness rather than of labor," and adds that if it really means "an advance of certain indolent equestrians to the honorable condition of what John Stuart Mill terms 'bread winners,' will prove "a very decided gain to both the dismounted horsemen and to the prostrate

This language, it must be remembered, is from one who, as he admits further on in the message, was once a slave-owner. Governor Alcorn does more, however, than ridicule the typical Southerner on horseback. He is full of allusions, by no means complimentary, to the "old regime," and nearly half his message is devoted to the vindication of the character and conduct of the blackssometimes directly, usually in comparison with the whites. "A material survey," like that afforded by the first table, does not, he says, "present any such proof that we are working out of ruin, as that presented by a moral survey," and his inquiries into the "capacity of the colored people for wellordered freedom" have deepened his convictions that reconstruction in Mississippi "goes forward to the sure consummation of moral

and material triumph. The illegal relation of the sexes under slavery was changed by the new Constitution of the State into a legal one, and thereafter marriage licenses began to be issued, as in the case of whites. The white and colored population of thirty-one counties in 1860 was 189,645 and 239,930, respectively. In 1865 there were 2708 licenses issued to the whites, and only 504 to the blacks; in 1866, 3129 to the former, against 3679 to the latter; and since that year the blacks have surpassed the whites both in the whole number of marriages, and (since 1868) in the percentage to the total population. Do the freed people raise their children as carefully as they were raised in slavery? Here, as might be supposed, the census of 1860 is of almost no value; but as between blacks and whites the census of 1870 for the six counties shows that the ratio between the children under one year is not maintained (on the part of the blacks) for the children between one and five-that the difference is in fact nearly two per cent. The testimony of another decade can be more safely trusted in this par-

We have not space to examine in detail the various other points in which the two classes of the population are compared. The following abstract will sufficiently tell the story, the blacks being always the more nu-

| Number of churches, (White, 510 (22 countes), (Colored, 165 Preachers employed, (White, 528 (22 countes), (Colored, 73 Number of schools (White. No. of teachers em- | White ... ployed (18 counties (Colored ... Of these last statistics the Governor re-

marks that the "extraordinary increase of

the number of schools of our new citizens,

unassisted by legislation, shows an indi-

reconstruction a great volume of moral power in a quarter where it could hardly have been looked for without qualms of misgiving.

As to negro improvidence, the figures are very significant. Since 1860, tenant-farming among the whites has expanded one hundred per cent., but of course the system was not known to the negroes till after the war. Yet in twenty-three counties in 1869, while the whites produced but 27,075 bales of cotton, the black tenant-farmers produced 40,561; last year, 20,893 and 50,978, respectively. Again, in twenty counties in 1869, the white owners of the soil grew 100,697 bales of cotton; the colored land-owners, 4645; last year, 102,491 and 6141 respectively. And finally in seven counties:-

These people were penniless in 1865. The criminal statistics call for examination, but we must pass them by, merely alluding to the determined attitude of Governor Alcorn in regard to the carrying of deadly weapons. We commend this and all other parts of the message to thoughtful men everywhere, and conclude with repeating our satisfaction that the State of Mississippi is so well led, and that the demolition of the old rubbish promises to be succeeded by a noble structure.

THE TENNESSEE AND ADMIRAL PORTER.

The Admiral has been doing it again. In the days of Admiral Farragut, when Porter's statements were reported to him, he would dispose of them with the remark, "Poor David! He can't help it; it is constitutional with him." If the gallant old Admiral were alive now he would conclude that the constitution of his successor has not received any shock since those old days. and that the imagination of his "David" only grows brighter as his uniform glistens with more numerous stars.

Admiral Porter states to the public his theory of the Tennessee's disappearance. He accounts for it by the very obvious method of stretching geography till the distances are great enough to require all the elapsed time for the Tennessee to overcome them. He says that she must have sailed "ten thousand eight hundred and ninety miles" before she could be heard from, and that it "would take her ten days to reach Samana Bay." Sandy Hook is in latitude 40 deg. 28 min. north and longitude 74 deg. west. Samana Bay is in 19 deg. north latitude and 69 deg. west longitude. From point to point is a straight line without any obstructions within three hundred miles of the course, except the American coast, which is always growing more distant The distance is less than thirteen hundred

miles; and from Samana Bay the ship should bave been heard from. The Admiral says it would take ten days to go to Samana Bay. That is true probably if no accident happened, which is the Admiral's hypothesis; but what an admission! A first-class mau-of-war rent on an expeditions expedition, with all haste, in order to get a speedy report for Congress to act upon before March, is only expected to go one hundred and thirty miles a day. At that rate she would need twentythree days to go to England; and if she were expected to carry our flag to China a generation might pass away before she would be

heard from. The Admiral says that she would lose a hundred miles in crossing the Galf Stream, which, according to him, "runs four knots She would cross the Gulf just south of Hatteras, and the strength of the current there is almost spent, and does not exceed a mile and a half an hour. If the Admiral were right, however, in the speed of the current and of the ship, then we might look for her on the European coasts, where the Northmen are said to have found strange skin garments cast upon the shore, suggesting another bemisphere; for a ship that can only go a hundred and thirty miles a day would be carried almost there by a current going ninety-six miles a day before she could get out of it.

The track of this ship was exactly the track of the Pacific mail steamers to Aspinwall. They steer due south from New York, and if there is no heavy weather to drive them out of their course they strike the "windward passage," which is at the west end of San Domingo, in five days and a night, expecting to make the passage in the morning of the sixth day and go through by daylight. If the weather is bad and they have to go through by night, and they do not get observations, they are apt to run for the 'Mona passage,' which is at the east end of the island, and which is wider and safer in the night, and which from New York is forty miles or so further than the other. San Domingo lies between these two passages, and these steamers pass it on one hand or the other, both coming and going, on all their voyages. If they took ten days to go to San Domingo they would use up sixteen to Aspinwall, and when a passenger would see California exceeds our arithmetical power to calculate. We think that the Navy Department ought to do better than that story. We also observe that Congressman Hale

informs the country that these ships were all worn out in the service of the war, and therefore are not fit for present duty. The fact is that the vessels of the class of the Tennesses bave never been at sea at all—they are all new ships. One of them-the Wampanoag, we think they called her-was ordered into commission as the flag-ship of the Atlantic squadron. She got as far as Hampton Roads and was found unfit for sea, and came back to New York, whence she never again ventured. This ship, we think, was never out of barbor but once before, and then upon short cruise (in distance, not time, we mean) to the West Indies and back; and then she was altered. The other ships of her class bave never been at sea at all, but lie at the Brooklyn Navy Yard, covered over with houses, and appearing to the passer on the river as a cluster of worksheds in a spar-yard. Not one of these ships is capable of going to sea and staying there -we mean, of course, volunt iriy staying there-and that is well known to Admiral Porter, and we think he will not deny it.

The Tennessee's case is no exception to the rule, and it is probably a good thing that her absolute unfitness for any use should bave appeared now, so that we may consider what to do, and decide at least intelligently any question of foreign war which may hereafter emerge. It is certain we have no navy, and the country ought to know it.

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First. Bonds to the amount of five hundred milions of dellars, payable in coin, at the pleasure of the United States, after ten years from the data of their issue, and bearing integral reveals and proposed their issue, and bearing integral reveals and proposed their issue, and bearing integral reveals and proposed the control of the

the United States, after ten years from the date of their issue, and bearing interest, payable quarterly in coin, at the rate of five per cent, per annum, Second. Bonos to the amount of three hundred millions of dollers, payable in coin, at the pleasure of the United States, after afteen years from the date or their saue, and bearing interest, payable quar-terly in coin, at the rate of four and a half per cent, her sauem.

per snnum.

Third. Bonds to the amount of seven hundred millions of dollars, payable in coin, at the pleasure of the United States, after thirty years from the date of their issue, and bearing interest, payable quarterly in coin, at the rate of four per cent, per annum. Subscribers to the Loan will have preference in the following order, namely:—

First Subscribers for equal amounts of each class of bonds.

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The next academic year begins on September 23,

The first examination for admission to Harvard College will begin June 19, at 8 A. M. The second examination for admission to Harvard College, and the examinations for admission to the Scientific and Mining Schools, will begin September 28. The requisites for admission to the College have been changed this year. There is now a mathematical a'ternative for a portion of the classics. A circular describing the new requisites and recent examination papers will be mailed on application.

UNIVERSITY LECTURES .- Thirty-three courses in 1870-11, of which twenty begin in the week February 12-19. These lectures are intended for graduates of colleges, teachers, and other competent adults (men of women). A circular describing them will be mailed on application.

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