

SPRIT OF THE PRESS.

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

"MODERATE DRINKING."

From the N. Y. Times.

The temperance discussion has received a new class of essayists. Small journalists, who have their column per week to fill, and whose idea of "life" is to ape the Parisian swell at a very great distance, assault the question from the standpoint of their last bottle of hock, or hotel port, "where young men and maidens drink champagne and dance the German."

We do not suppose that even the "social class of young men and maidens who drink champagne and dance the German" could be seriously affected by such arguments as these. There is, however, a tendency of late worth attention among a really rational and earnest class of thinkers, who are but partially informed on the subject, to react against the vehement outcry of the temperance advocates.

But in later years, especially in America, the effect is different; not, we think, owing so much to a deterioration in the liquor as to climatic influences. The first outbreak of the temperance movement assumed the form of an unreasoning religious crusade. The wrongs of the drunkard's wife and family blinded the reformer to the greater sufferings of the wretched victim himself.

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For the hereditary victims of this disease there is but one treatment—watchfulness from the very hour of birth, and untiring patience. They are born to a heritage of more than the bitterness of death in their lives, and whether they conquer or fall, deserve only help and compassion.

pleasure of tickling his palate, has entailed this curse upon its victims, have we any word of reprobation. God will judge him.

OUR CHINESE IMMIGRANTS.

From the N. Y. Times.

Although the vexed question of Chinese immigration is at present attracting much attention, there appears to be a marked tendency on the part of both writers and speakers to ignore its consideration from that point of view which must, after all, be the one which can alone affect our official action in the matter.

It is with unfeigned satisfaction that we have seen the agreeable evidence of a return to "the era of good feeling" between fellow-countrymen. It was but the other day that some New Orleans guests were publicly entertained in this city, and from our exchanges we learn that similar "merry meetings" are everywhere replacing the "stern alarms" of a few years ago.

But why should not the 5th Maryland be invited to our city? What say our National Guard? Here is a golden chance for a worthy and chivalric act. The great metropolis which poured out her blood and treasure in such unbounded fulness to maintain the Union and the flag may here set a proud example.

To engage "contract coolies" is, therefore, neither absolutely nor comparatively illegal, and provided they leave China with their own "free and voluntary consent," we are bound, by the article quoted, to admit them as residents in the United States.

This being the case, it becomes a grave question as to how far this power, conferred upon us by Chinese bad faith, should be exercised. To oppose free immigration would be as futile as ungenerous. But there are some points which demand consideration. The two great issues raised by Chinese immigration are: the danger of the immigrants acquiring political influence which they are incompetent to wield with discretion, and their effect upon the labor market.

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MILITARY RECIPROCITIES—THE NEW ERA OF GOOD FEELING.

From the N. Y. Herald.

Yesterday morning, bright and early, the 7th Regiment, Colonel Emmons Clark commanding, began their pleasant jaunt to Philadelphia and Cape May. Should the weather prove as brilliant as it has been since Monday last, this military trip will be a most dashing and delightful affair, as agreeable, no doubt, to the Philadelphians as to our gallant 7th. Their many bearing and martial proclivities, the agreeable associations of former days in peace and war, the superb music that will accompany them and the exuberant spirits and gentlemanly grace that distinguish "the boys" at the bivouac as on the battle field, in the bonduar as on the march, will all contribute to honor the courtesies which the refinement of the Quaker City and of "the Cape" may offer them.

This handsome affair will be speedily followed by another of similar nature, but surrounded with special interest because of the noble opportunity it affords to show how completely brave men forget all rancor when honorable conflict is over, and hail as comrades and friends in time of peace the adversaries who had been worthy of their steel in time of war.

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THE CONNECTICUT MARRIAGE LAWS.

From the N. Y. World.

The present state of the marriage and divorce laws formed the text of a somewhat lively discussion in the Connecticut House on Tuesday. In a debate on the "Married Women's Property Bill," which seeks to assimilate the laws under that head in force in New York, its opponents took strong ground upon the civil nature of the marriage contract which, under Connecticut law, confers upon a husband the income of his wife's personal estate, and makes him trustee of her real property, with a life interest after her death.

Singularly enough this discussion, which resulted in delaying a needed reform tending to better the condition of married women, was followed by another which in like manner considered the rights of the wife in the divorce law. A substitute bill was introduced repealing the provision that cause for divorce might consist in "such conduct as permanently destroys the happiness of the petitioner and defeats the purposes of the marriage relation"—a clause under which, we need hardly observe, imbecility resulting from disease or accident subsequent to marriage might find an unquestioned place.

Among salaried men and all others down to the miner and the tiller of the soil this process goes on: and on these last the heavy load rests—they are the substratum, and there is nobody beneath them. The gold and silver miners' products are affected in price by nothing whatever. The prices of farm products are fixed at Liverpool, and no matter what the state of affairs there, rates are unchangeable until Liverpool consents. But the prices of whatever they buy are fixed by causes operating here at home; and thus, as they are the great consumers of manufactures as they are the great producers of raw material, their candle is burned by taxes at each end.

LAW VERSUS JUSTICE.

From the N. Y. World.

In the case of Dr. Paul Schoeppe, the Supreme Court of Pennsylvania has refused the writ of error applied for, and affirmed the judgment of the court below, and ordered the death sentence to be enforced; and this for what reason, think you? Why, simply, because of forty-eight hours delay in the passage of an act of the Legislature avowedly intended to provide for a revision of this very case.

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patory testimony, the trial of Dr. Schoeppe has since been more widely and more thoroughly reviewed probably than any similar one that ever occurred. Commissions of experts have been appointed by scientific associations throughout the country to investigate and report upon its every detail; lawyers and physicians have weighed it in all of its bearings; and the verdict has been unanimous that not a scintilla of evidence exists to justify the conviction of murder.

By this action of the court the fate of the unfortunate prisoner is left in Governor Geary's hands, and it is to be hoped that his Excellency's resentment against the Legislature for having disregarded his veto will not prevent his exercising that "clemency" which in the present instance would seem little more than bare justice.

HOW THE WEST IS TAXED.

From the Chicago Evening Post.

The action of the Senate and the House is conclusive as to what the income tax shall be. But in spite of the fact that the rate per cent. is low, and that the exemptions are too large, the organs of the bondholders are loud in their expression of disgust and dissatisfaction. Their growing will change nothing. The income tax is as just and righteous a tax as was ever imposed; and in the case of our own country it affords, as we have again and again explained, the only method of reaching thousands of men of large wealth who otherwise would pay nothing whatever to the Government to which they owe everything.

Centenaires of the manufacturing and commercial States in which nearly all the Federal bonds are held: the West is not content to be classed, for its opposition to the repeal of this tax, with the carpet-baggers of the South. Upon the agriculture and the gold and silver mining of the country the great burden of taxation falls. Agriculture is the bed-rock in our economy; and everything in the way of taxation goes down to it.

Among salaried men and all others down to the miner and the tiller of the soil this process goes on: and on these last the heavy load rests—they are the substratum, and there is nobody beneath them. The gold and silver miners' products are affected in price by nothing whatever. The prices of farm products are fixed at Liverpool, and no matter what the state of affairs there, rates are unchangeable until Liverpool consents.

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SPECIAL NOTICES.

OFFICE OF THE PHILADELPHIA AND READING RAILROAD CO. No. 27 South Fourth Street. PHILADELPHIA, June 25, 1870. NOTICE.—In accordance with the terms of the lease and contract between the East Pennsylvania Railroad Co. and the Philadelphia and Reading Railroad Co. dated May 15, 1869, the Philadelphia and Reading Railroad Co. will pay at their office, No. 27 South Fourth St., Philadelphia, on and after the 15th day of July, 1870, a dividend of \$100 per share, clear of all taxes, to the stockholders of the East Pennsylvania Railroad Co. as they shall stand registered on the books of the said East Pennsylvania Railroad Co. on the 1st day of July, 1870. All orders for dividends must be witnessed and stamped.

PHILADELPHIA AND READING RAILROAD COMPANY, Office No. 27 S. FOURTH STREET, PHILADELPHIA, June 25, 1870. DIVIDEND NOTICE.—The Transfer Books of this Company will be closed on the 7th of July next and reopened on Wednesday, July 20. A Dividend of FIVE PER CENT. has been declared on the Preferred and Common Stock, clear of National and State Taxes, payable in cash on and after the 23d of July next to the holders thereof as they stand registered on the books of the Company at the close of business on the 7th July next. All orders for dividends must be witnessed and stamped.

NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE AMERICAN EXCHANGE BANK, to be located at Philadelphia, with a capital of two hundred and fifty thousand dollars, with the right to increase the same to one million dollars.

THE UNION FIRE EXTINGUISHER COMPANY OF PHILADELPHIA. Manufacture and sell the Improved, Portable Fire Extinguisher. Always Reliable. 500 ft No. 118 MARKET ST., General Agent.

TREGO'S TEABERRY TOOTHWASH. It is the most pleasant, cheapest and best dentifrice extant. Warranted free from sulphur, mercury, arsenic, lead, and all other injurious ingredients. It preserves and whitens the Teeth, invigorates and soothes the Gums, Purifies and Perfumes the Breath, Prevents Accumulation of Tartar, Cleanses and Brightens the Teeth. Sold by all druggists and dealers.

BATCHELOR'S HAIR DYE.—THIS splendid Hair Dye is the best in the world. Harmless, reliable, instantaneous, does not contain lead, nor any vitriol poison, to produce paralysis or death. Avoid the cheap and defective preparations boasting to be the best. The genuine Wm. A. Batchelor's Hair Dye has had thirty years' reputation to uphold its integrity as the only Perfect Hair Dye—Black or Brown. Sold by all Druggists. Applied at No. 16 Broad Street, New York.

HEADQUARTERS FOR EXTRACTING Teeth with Nitrous-Oxide Gas. Absolutely safe and painless. Dr. J. W. HARRIS, 200 Colton Dental Rooms, devotes his entire practice to the painless extraction of teeth. Office, No. 21 WALNUT STREET, NEW YORK.

QUEEN FIRE INSURANCE COMPANY, LONDON AND LIVERPOOL. CAPITAL, £1,000,000. SABINE, FIFTH AND WALNUT STREETS. COORDAGE, ETC.

WEAVER & CO., ROPE MANUFACTURERS AND SHIP CHANDLERS, No. 29 North Water Street and No. 23 North Wharves, Philadelphia. ROPE AT LOWEST BOSTON AND NEW YORK PRICES. 41

CORDAGE, ETC. MANILLA, SISAL AND TARRED CORDAGE. At Lowest New York Prices and Freight. EDWIN H. FITLER & CO., Factory, TENTH ST. and GERMANTOWN AVENUE. Store, No. 23 N. WATER ST. and 22 N. DELAWARE AVENUE.

LORILLARD'S STEAMSHIP LINE. NEW YORK SAILING EVERY TUESDAY, THURSDAY AND SATURDAY. are now receiving freight at 2 cents per 100 pounds, 3 cents per foot, or 1-1/2 cent per gallon, ship option.

FOR NEW YORK, VIA DELAWARE AND BAYLOR CANAL. STEAM TOWNSHIP COMPANY.—Barges towed between Philadelphia, Baltimore, Havre-de-Grace, Delaware City, and intermediate points. THROUGH IN TWENTY FOUR HOURS. Goods forwarded by all the lines going out of New York, North, East and West, free of commission.

DELAWARE AND CHESAPEAKE STEAM TOWNSHIP COMPANY.—Barges towed between Philadelphia, Baltimore, Havre-de-Grace, Delaware City, and intermediate points. THROUGH IN TWENTY FOUR HOURS. Goods forwarded by all the lines going out of New York, North, East and West, free of commission.

SHIPPING.

PHILADELPHIA AND SOUTHERN RAILROAD COMPANY'S REGULAR SEMI-MONTHLY LINE TO NEW ORLEANS. THROUGH BILLS OF LADING given to all the principal towns in Georgia, Alabama, Florida, Mississippi, Louisiana, Arkansas and Tennessee in connection with the Central Railroad of Georgia, Atlantic Gulf and West India Steamers, at as low rates as by competing lines.

WEEKLY LINE TO SAVANNAH, GA. THE TONAWANDA will sail for Savannah on Saturday, July 18 at 8 P. M. Retaining, will leave Wilmington Saturday, July 18 at 10 P. M.

PHILADELPHIA AND CHARLESTON STEAMSHIP LINE. This line is now composed of the following first-class Steamships: SAILING FROM PIER 17, below Spruce Street, on FRIDAY of each week at 8 A. M.

PHILADELPHIA, RICHMOND, NORFOLK AND WASHINGTON THROUGH FREIGHT AIR LINE TO THE SOUTH. THROUGH RATES to all points in North and South Carolina, via Seaboard Air Line Railroad, connecting at Norfolk with the Chesapeake and Tennessee and the West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad.

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