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

HARMLESS DOVES.

From the N. Y. World. It is not to be denied that the "femalesuffrage movement," so far as it has yet exerted any influence at all upon human society, has unpleasantly disturbed the heretofore amicable relations of the sexes, shaken the ancient peace of many a connubial bower, and added new terrors to matrimony in many a celibate mind. Of course, we do not for a moment believe this to have been the object of its promoters. We dare say, indeed, that the most earnest and the most estimable of their number will be loudest in denying that any such effects have been produced by it. But, with the deepest respect for these earnest and estimable souls, we must beg them to remember that we speak as men speaking of men and for men, and to reflect that no woman can possibly enter like a man into the nature of a man. Our excellent but erring sisters know not fully what they are doing. We know whereof we affirm, and we are sorry to know it. Aristophanes has painted so lively a picture of the disastrous domestic consequences ensu-ing upon a great secession or "barring out" of the female sex in antique Athens that one may well be excused for contemplating with some uneasiness the prospect of a similar policy to be suddenly adopted by the masculine population of modern New York. We desire to avert so dreadful a possibility; and with this end we entreat our fellow-creatures of the male sex to look with us at this new peril calmly for a brief season, confident as we are that the matter, when fearlessly gone into, will lose the greater part of its terrors. "Fling but a stone, the giantess will fall." One of the most implacable prophetesses of "female suffrage," Mrs. Julia Ward Howe, in a discourse delivered by her during the past week in this city, declared that she and her sisters who think with her had come to the metropolis, not even as Amazons,

still less as Fates or Furies. "We are here, she exclaimed, "as harmless doves." The dove, to be sure, with all the soft susurous soothings of its gurgling voice, is sometimes a rather dangerous bird. The doves of Venus, in the old mythology, lent the wings of their speed to their mistress swooping upon Phædra for her prey. And the "soiled doves" of modern London and Paris have not seldom fed upon the substance and the souls of men as fiercely and as unappeasably as the vultures of Prometheus upon the liver of that unap-preciated inventor. But the voice of the turtle has for ages been the symbol of peace and of the springing year. Billing and cooing, gently rufling its full plumage, and softly swelling its deep bosom, the beauteous creature heralds May and youth and love. Is the voice, then, of Mrs. Howe and of her sisters, the voice of Miss Lucy Stone and of Mr. Tilton and the rest, in very truth as the voice of the turtle? We believe it so to be, and, like Mr. Richard Swiveller reposing upon his faith in Miss Sophy Wackles, "we are blest in

Mrs. Stanton, it is true, would have us understand that the ladies and gentlemen who have thus suddenly added a new terror to anniversary week are really but the vanguard of a great Amazonian host moving forward to a battle long, desperate and deep as that through which the legions of anti-slavery for thirty years contended unto victory. She declares that "fifteen millions" of American women are rising upon us, determined to vote or die. But, then, Mrs. Stanton herself gives us reason to hesitate over her statistics when she unguardedly admits that a considerable number of these "fifteen millions" whom she recently persuaded in the State of Missouri to sign petitions demanding "the franchise" came vehemently back upon her, withdrawing their adhesion as soon as some malignant wretch of a man had explained to them that in asking for the franchise they had asked for the right to vote. They were horrified at the discovery. The dear, devout souls had innocently imagined, as Mrs. Stanton ingenuously confesses, that "the franchise meant something to do with the church." Of course, Mrs. Stanton regards such conduct as this as contemptible. But it really proves these good Missouri women to possess an intrinsic, intuitive sense of their real mission and of the true nature of their power in the world, which seems to us much better even than an exact knowledge of etymology or a hot zeal in party politics. The qualities which lead women to take a deeper interest in church affairs than in affairs of State are precisely the qualities through which nature offers them an influence, eyen in affairs of State, far greater and nobler than any which can be symbolized by the ballot or exerted through the polls. The right of suffrage, after all, is not a power, but an instrument. You may give a man the right of suffrage as you may give him a shillelah, but the mere possession of the one will do but little more than the mere possession of the other to make him an influence among his fellows. What the Emperor Napoleon was sensible enough to see to be the truth concerning crowned heads and their armies is equally true concerning the voters of a political party and their ballots. Bayonets may esta-blish order in Warsaw, and ballots may reconstruct Georgia, or erect a Chinese wall of tariffs between the industries of one people and the needs of another. But there is a new power, making itself daily more and more the master of the world, of parties and of princes, of bayonets and of ballots, and this power is public opinion. Whatever may be the war, and how long soever it may be waged, it is public opinion which wins in the end. In this very anti-slavery war, of which the female-suffrage movement is so idly thought to prefigure the re-vival under another form, woman, by her natural influence in the church and in the home, in literature and society, was incomparably more powerful than man with his platforms and his ballots. In whatever new developments of liberty and whatever modifications of law may await the relations of the sexes, woman, we may be sare, will still exert her influence through the channels in which it naturally moves. One of the male champions of the suffrage chimera, in a lucid moment, on one of the last week's platforms expressed his belief that "the only immediate effect of the adoption of female suffrage would be to increase existing party majorities;" and he had the good sense to add that he didn't see much use in such an increase. What the world needs most just now is not an accumulation of popular votes, but an enlightenment of popular volition. To this hundreds and thousands of women in all

judgesses. Our doves of the platform, coo | they never so persistently, will hardly interrupt this wholesome, subtle, and irresistible process. Let no man, then, be alarmed at their cooing. The theme they treat of is in nowise sulphurous or volcanic, like the question of slavery. Even when the more ruffled of their number deal with us men and with our infirmities as mercilessly as the Phillipses and Pillsburys of old were wont to deal with the Southern slaveholder, no man's blood is thereby made to boil; nor need we fear that the fifteen millions of our better halves will be thereby roused into rushing upon us, scissors and bodkin in hand, to snip and bore away our little lives. Incidentally, indeed, the palombine crusade may very well help on a good many really needed reforms, throw light on forms of suffering to be relieved, reveal social wrongs to be redressed, while it certainly must provide a more or less considerable number of comparatively intelligent and warm-hearted women both with occupation and amusement. To be a "harmless dove" and coo for votes is by no means the worst thing that can befall a woman. We are not of the mind of a famous woman, Madame de Stael, who declared that women had only one use in the world; and, though we are not prepared point blank to question the dogma of another of the sex that the first duty of every woman is to be beautiful, we cannot religiously doubt that Providence must have meant to provide other lower and yet respectable callings for women to whom its dispensations may have rendered the performance of this first duty either materially difficult or morally indifferent. Who could find it in his heart, for example, to quarrel with one of the thirty thousand surplus spinsters of Massachusetts for choosing to lace the air of metropolitan platforms with twittering tropes, and to ply far and wide over the land the delusive bobbin of sexual politics, rather than mope in a sterile inspec-tion of her next-door neighbor's soup-kettle, and sour into predestinarian desperation be-

tween her sewing-circle and her choir? Let the "female-suffrage movement," then, fulfil itself in foam. We may be sure that it will neither subvert the foundations of the State nor reverse the genetic conditions of humanity. At the worst, it may chance to some of the too zealous among the fair vota-resses as Montaigne tells us it did to Marie German in his days, who, overleaping her-self, fell from the high feminine estate into the deplorable and pendulous condition of a man. But, as men will doubtless be gradually improved under the discussions attendant upon this movement, even such a calamity would not be absolute. It might possibly prove, indeed a blessing in disguise, and convert a rather unsatisfactory woman into quite a tolerable man.

OUR SHIPPING INTERESTS AND COM-MERCE - HOW CAN WE REVIVE

From the N. Y. Herald. There is but one opinion as to the necessity of doing something to restore the shipping and commerce of the country. Every American mourns over the departed glory of our former maritime greatness. Ten years ago the tonnage of the United States exceeded that of any other nation. We had over five and a half millions of tons, inclusive of registered, enrolled, and licensed steam and sailing vessels. Now we have less than four millions. This is a decline of over a million and a half tons in less than ten years. The greatest falling off has been in the tonnage employed in foreign trade. The cause of this is well known. The terrible civil war which we lately passed through drove our shipping from the oceans, and transferred both the ownership and the carrying trade to for-eigners. But that is not the worst. We have been going behind relatively to other maritime nations, and particularly to England, ever since. Our great maritime and commercial rival has got a long way ahead in the race. She has not been slow to improve the advantages given to her by the war, and considering her resources and facilities for ship-building she will maintain her supremacy, unless extraordinary and wise measures be taken to revive our shipping interests.

What can be done, then, to restore our shipping and commerce? That is the question, and no easy one to solve. But our shipping interests can be resuscitated and we may again take the first rank among maritime nations if proper measures be adopted. We are told, it is true, that the wages of labor being so much higher here than in Great Britain and other parts of Europe and the interest of money so much greater, that we cannot compete with foreign shipbuilders. Then they have the materials for building and all the things that enter into fitting up and navigating vessels far cheaper. Nor can it be denied that in Great Britain, and particularly on the Clyde, they have attained a high degree of skill in shipbuilding, as well as having superior advantages in the abundance and cheapness of materials and labor. In the matter of skill in modelling and constructing vessels we are equal to the British, if not superior, and there could be no doubt about finding within a short time all the skilled labor necessary for any amount of work. Nor can Great Britain beat us in the quality of timber and iron used for shipbuilding, while we have a thousand times over more in quantity. It is, then, simply a question of comparative cost in the price of materials and labor. This we cannot overcome. We cannot bring the wages of American labor, either in preparing the materials or in putting them together, to the level of British labor. Nor can we bring the interest of money or capital down to what it is in Europe. There are so many opportunities of employing profitably here, and such a demand for it in the development of this new country, that money must continue to be more valuable than abroad. It is evident, therefore, that we cannot compete, under such unequal conditions, with Great Britain in shipbuilding.

Committees of Congress have been long and carefully examining the matter as to how the tonnage of the country can be increased and our shipping and commercial interests re-vived, and there have been a number of propositions made in and to Congress with a view to accomplish this object. But the easiest, most practical, and surest plan seems to be the one that finds least favor. We mean that of changing the Registry law so as to permit our merchants and capitalists to buy vessels abroad where they can get them cheapest and best. If American merchants were permitted to have vessels so purchased nationalized the same as if they were built here, we should soon see a vast increase of our tonnage. It would not be long before we should have splendid steamship lines competing with those of England on the ocean. If even the American built vessels which changed their national character and passed into the hands of foreigners during the hundreds and thousands of women in all civilized lands are daily contributing with infinitely more effect than if they were marshalled in caucuses to march up to booths and plump for feminine members of Congress and alderwomen and

almost ruin that branch of industry. It | might possibly check shipbuilding here at first, but in the end that interest would not be damaged, for the increase of our com-merce would develop new wants and give more employment in time even to our own shipyards. Then competition stimulates enterprise, and, with a gradual return to the normal condition of things as they were be-fore the war, our mechanics, inventors, iron workers, and shipbuilders would soon learn to rival those of Great Britain. But, after all, the shipbuilding interest is not the greatest in the country, and in importance does not begin to compare with the interests involved in a large mercantile marine and in the foreign commerce of the country. The interests of a few shipbuilders, of the iron workers of Pennsylvania, and of the lumbermen of Maine, are insignificant compared with those of general commerce and the carrying trade. To increase the tonnage of the country, to bring us up to our former maritime greatness and to make the United States the successful rival of England, throw all other questions and local interests into the shade. This is the one supremely important object to be considered. Among the crude schemes submitted to

Congress for increasing our tonnage is that of giving bounties or a direct bonus of money on every ton of ships that may be built. This is the most absurd, ruinous and corrupting scheme ever proposed in a Legislature. It would be a stupendous fraud upon the people and Treasury for the benefit of a few individuals and must lead to a great corruption. Something might be done, and, perhaps, ought to be done, to help shipbuilding by taking off the duty on iron and other materials actually used in the construction of vessels. The interests of navigation might be promoted also by a drawback of the duty on things that are used on board ships. liberal compensation for mail service to important steamship lines might foster that important branch of the mercantile marine. But, perhaps, the most effective way to both stimulate shipbuilding and to rapidly increase our tonnage would be to make a difference in duties upon imported merchandise when carried in American bottoms. If ten, fifteen, or more per cent, of duties were taken off imported foreign goods when carried by American ships, our merchants would very soon import their goods under the flag of the United States. It may be said that such a discrimination in favor of American and against foreign bottoms would give offense to ther commercial nations and cause them to retaliate. Well, we are not afraid of that. They are compelled to seek a market here for their silks, satins, cloths, bijouterie, and luxuries of all kinds, and it would do no harm if we did not consume so many of these, while our staples of cotton, tobacco, and other things they must have. In fact, they could not retaliate so as to do us any serious harm. Our own interests, and particularly those of our shipping and commerce, are first to be considered. To discriminate largely and wisely in favor of American bottoms in the carrying trade between this country and foreign countries would rapidly increase our tonnage. It is to be hoped Congress will drop all the crude and little schemes for reviving the shipping interests of the country, and especially that monstrous one of a bonus on tonnage, and will adopt some comprehensive plan worthy of statesmen.

GOV. HOFFMAN PROTECTS BROADWAY.

From the N. Y. Times, Governor Hoffman has indicated his consistency and preserved the city from flagrant robbery and outrageous wrong by refusing to sanction the Arcade Railroad bill. The reasons for his decision are clearly stated in the document we printed on Monday morning, and they furnish the amplest vindication of his course. To the readers of the Times, the objections relied upon by the Governor are not new. We urged them again and again, during the progress of the measure through the Legislature, whose action is now officially arraigned with a cogency which seems to us irresistible.

To state fairly the provisions of the bill is to secure its condemnation. The extraordinary powers conferred upon the corporators, the unexampled manner in which the rights of property are invaded and the business interests of our great thoroughfare placed in jeopardy, the extent to which public property is surrendered in utter violation of faith with the city's creditors, the fact that for the purpose of conducting a speculative experiment the machinery of the local Government is operated adversely to the public weal, are points upon which the Governor enlarges with admirable effect. He shows that while property-owners are menaced with a method of estimating damages or compensation for which there is neither precedent nor justification, and while public property is assigned away to an extent which has no parallel, the corporators are virtually absolved from the responsibility which should attach to all public works. They acquire enormous and most dangerous privileges, and, in turn, furnish no adequate guarantees. They may take public property without compensation, and, after all, leave large part of their project untouched. They may obstruct business for a period that is practically unlimited, and so defeat the only purpose of the bill which possesses the least plausibility. They are made the masters of Broadway, its property and trade, all in connection with an enterprise which many practical men pronounce visionary, and for the failure of which there can be no remedy. To the corporators the bill is a mine of wealth; to our propertied and trading classes it is a scheme of spoliation and wrong; to the general public it is a delusion and a snare.

From evils so manifold and great the intervention of Governor Hoffman happily delivers us. He has moral courage enough to disregard appeals based upon his alleged approval of another charter, and vision clear enough to detect the falsity of the pretenses by which some have sought to conceal the real scope of the plan. Nor does he ignore the necessity of providing increased facilities for city transit. The direction to which the growth of the city is limited renders imperaive additional means of travel; but an admitted public necessity furnishes no pretext for a scheme fraught with the mischief and peril which attach to the Arcade Railroad bill. We should have been glad had Governor Hoffman's sense of duty prompted him to go one step beyond his present position, and to protest against any scheme involving interference with the surface of Broadway. Apart altogether from the objections incident to the particular bill in regard to which his judgment is so emphatically stated, we think judgment is so emphatically stated, we think that the necessity of preserving Broadway intact, as against all railroad schemers, cannot be too soon or too explicitly affirmed. Other methods of getting up town are indeed indispensable, but they should be provided without essentially changing the present character of Broadway. Relieve it by diverting some of the traffic which at certain hours now floods it, but let it be preserved from railroads surface or underground. If from railroads, surface or underground. If the Legislature could be induced to manifest

this determination, we believe that improvements through other channels would be hastened, and the property-owners and business men of Broadway would be preserved from the assaults that are now made upon them periodically.

PROTECTION AND THE REPUBLICAN PARTY.

From the Cincinnati Gazette. The Democratic journals, particularly the New York World, propose that Republicans who advocate a reform of the present tariff shall join the Democratic party. They do not desire that the Republican party shall reform the tariff, but rather that the present odious system shall stand, in the hope that it will split the Republican party. And it has been observed that the Democratic members of Congress act upon this policy, and that when questions of practical tariff reform come up in such a shape as to make them show their hands, they are found unreliable. A number of times during the tariff debate of the present session important ameliorations of the present proscriptive system might have been carried if Democratic members had supported them.

On the other hand Horace Greeley, who may be accepted as the representative of the Republican proscriptionists, co-operates with the Democratic plan of splitting the Repub-lican party on the tariff, by declaring that their scale of a tariff is "an impost of \$100 a ton on pig iron, with like duties on every-thing made of iron," and the application of a like scale of duties "to wool and woollens, plain and printed cottens, linens, etc. etc. in short, absolute prohibition. And that he is willing to concede something to harmonize the party, but he says: "The tariff, as it is, makes enormous concessions from our mark,

which we assent to for quiet's sake." He therefore lays down terms to tariff reform Republicans, which in substance are these:-Protection means prohibition. But he will compromise on a lower scale of duties than \$100 a ton, provided it be practically prohibitory on the articles of the favored interests. Therefore he will accept the present tariff as an ultimatum. If there are Republicans who will not accept these terms, then they may leave the party. If this party reconstruction shall take place, then he de-clares for a revision of the tariff on the scale of \$100 a ton for pig iron. All this was laid down in an article in the Tribune a few days ago, in the insolent and abusive style which Mr. Greeley deems proper to apply to all who

differ with his proscription lunacies.

We do not pretend to say that the Tribune and the World plotted this concerted policy for splitting the Republican party. It shows a striking coincidence, and Mr. Greeley has been reported as in very suspicious Democratic company lately. At any rate, the Tri-bune is playing the game laid down by the World for dividing the Republican party, and with most intemperate zeal, by refusing to know any such thing as tariff reform; by declaring that all who are not for prohibitory duties are free traders, and their professions of tariff reform a lie; by heaping upon them its stock charges and epithets about British gold and British interests, and by proclaiming ts prohibitory ultimatum for the existence of the party.

But this joint game for splitting the Republican party will not win. The sincere tariff reformers are not going to wait for so remote a prospect as the ascendancy of the Democratic party. Nor have they any certainty what the tariff policy of the Democratic party would be. The organs cannot now define it. It is not long since the World, apparently becoming alarmed at the strength of the tariff reform movement in the Repub-lican party, changed its note, and advised its party to accept no compromise on tariff re-form, but to demand absolute free trade.

The present tariff has grown up on various frauds, pretenses, and grabs during the war. When enacted the extremest protectionists avowed that only the war and the heavy internal excise justified it. Now the excise is abolished, and there is a surplus revenue of \$75,000,000. It can not stand, and it grows weaker every day. Another Congressional election will bring in the moral and material forces that will reform the tariff upon a system which will make revenue and not prohibition the object, while wise discriminations will give sufficient advantage to home manufactures without creating monopolies. If the prohibitionists are content with this, they will have an opportunity of joining those whom they are now serving by their efforts to split the Republican party.

GOVERNOR HOFFMAN AND THE ARCADE RAILROAD. From the N. Y. Sun.

Fer reasons already noted, Gov. Hoffman has sent to the Secretary of State, without his approval, the act authorizing the construc-tion of the Broadway Arcade Railroad. He analyzes the act, and objects to a number of its provisions with more or less energy, but his principal ground seems to be that nothing is required to be paid into the City Treasury in return for the privileges which the bill proposes to confer upon the railroad com-pany. Considering that the whole undertaking is, as he says himself, a difficult and costly one, and that its success is problematical, and considering, too, that all the citi-zens and property-holders in the city would be immensely benefited by it if it should succeed, this objection would seem to be much more captious than solid. The Governor might better have contented himself with refusing to sign the bill, and not have argued the question at all.

The simple truth is that Governor Hoffman has succumbed to the pressure brought to bear upon him by some of the millionaires who own real estate on Broadway, and who fear that the Arcade Railroad may possibly diminish its value. He has taken the side of the rich against the poor; of the capitalists against the laboring classes; of the nristocrats against the people. He has turned a deaf ear to the cry of the toiling thousands who demand cheap and rapid transportation between the upper and the lower part of the city, and listened only to the appeals of gentlemen with heavy bank accounts. We presume his conduct will be remembered should be ever again come before the people for their suffrages.

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1870 WALNUT BOARDS AND PLANK. 1870 WALNUT BOARDS, WALNUT BOARDS, WALNUT PLANK. UNDERTAKERS' LUMBER. 1870 RED CEDAR. WALNUT AND PINE.

SEASONED POPLAR. SEASONED CHERRY. 1870 WHITE OAK PLANK AND BOARDS.

CIGAR BOX MAKERS'
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