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THE ARIZONA SILVER BELT

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Trade Schools.

(The Century Magazine.)

These schools, in fact, supply the only means by which American boys can become skilled workmen. The old apprentice system has gone, never to return. Both the spirit of the time and the changed condition of trade are against it. Outside the large cities, in the so-called country districts, boys can still be taught a trade by the workers in it; but in the large cities, where skilled labor is in demand, this is no longer possible. The trade unions in these cities are controlled by foreigners who seek to confine their industries to men of their own nationalities. They not only refuse to teach an American boy a trade, but they combine to prevent him from getting employment after he has succeeded in learning it in a trade school. This is a situation of affairs without parallel in any country in the world, and one which will not be tolerated in this country when once public opinion has been aroused to a full comprehension of it.

Colonel Auchmuty has shown from statistics that out of $23,000,000 paid annually to mechanics in the building trades in New York City, less than $6,000,000 goes to those born here. The number of new journeymen trained outside the cities in the trades themselves is not sufficient to fill vacancies, much less to supply the constantly increasing demand for larger forces. Thousands of foreign mechanics come here every year, some to remain, others to work through a busy season and return to Europe with their profits. These foreigners have no sympathy with Americans. They control the trade-unions, which in turn control the labor market, absolutely in their own interest. They seek to keep wages high by closing the doors of employment to all comers not of their own kind. The result is that in free America, sometimes called the paradise of workingmen, the field of skilled labor is occupied almost exclusively by foreigners who declare that an American boy shall not enter, either to learn a trade, or to find employment if he shall have been able to learn his trade elsewhere.

We present to the civilized world the astounding spectacle of a great nation, which boasts itself the freest on the globe, throwing open its vast and lucrative fields of skilled labor to the mechanics of all other nations, while closing them to its own sons. Was there ever a more incredible act of National folly? We have in America material from which to make the best and quickest mechanics in the world—that is the testimony of all competent authorities, yet we refuse either to train them or to give them work if trained. We deplore the existence of increasing numbers of idle and unoccupied young men in all our cities, and then accept conditions which compel a multiplication of the numbers. It is useless to blame the foreign laborers; they are merely improving their opportunity. The American people are responsible, and they must supply the remedy.

The first step toward the remedy is the multiplication of trade-schools, and the second is the insistence upon the free exercise of every man's right to earn his living in his own way. It is surely not too much for the American people to say that their own sons shall not only be permitted to learn trades, but shall be permitted also to work at them after they have learned them. We advise any one who is desirous of seeing the kind of skilled workingman that the American boy makes, to visit Colonel Auchmuty's schools and look over a set of photographs of his graduates. He will find there a body of clear-brewed, straight-eyed young fellows who will compare well with the graduates of our colleges. This is the stuff from which laborers are made who honor and dignify and elevate labor, not by agitating, but by being masters of their craft, faithful in its performance, and willing to share its toil with all comers, fearing honest competition from no quarter. Such men are at once true American laborers and true American citizens of the highest type, and the educational system which evolves them is a National benefaction of incalculable value.

The cableway at the Deer Park group of mines near Descanso, Cal., was broken in a singular way recently. It had a single span of 4,450 feet. The tension is 20 tons, and the loads are 120-pound sacks of ore from the mines on the mountain side to the mills below. Just after an extra hard shake in the series of earthquakes there it parted. It is supposed that the vibrations, coming from each end of the line, met in the center and caused the break.—The New York Sun.

In 1889 Kansas had a wheat acreage of less than 2,000,000. This year the acreage is [illegible] 000,000 [illegible]

Our Tedious Campaigns.

There is a striking contrast between the rapidity with which political campaigns are fought out and their results made effective in England, and the long period through which the process is distributed in this country. The Salisbury Parliament was prorogued on June 28th, and the election of a new House of Commons was ordered to take place within the first three weeks of July, while the writs required the assemblage of the Parliament on August 4th. Thus within a few days after the election have resulted in their favor, the Liberals will be in active exercise not only of the legislative but also of the executive power.

In this country, the interval of some twenty weeks that usually elapses between the great conventions that frame platforms and select candidates and the elections in November, makes the formal campaign too long and wearisome, and subjects the party organizations to undue strain and temptation. The machinery becomes too elaborate and formidable. Campaigning becomes too much a matter of dollars and executive details. Instead of helping public opinion to form itself and express itself in a proper fashion, these over-organized party machines are tending to become inimical to a normal and wholesome play of public opinion such as ought to dominate the situation.

Then, even if the Democrats should be successful, after this deliberate campaign in securing Mr. Cleveland's election, they must wait seventeen weeks longer, after the people have given their verdict, before the vast power of the Presidency is transferred from the vanquished to the victor. Moreover, unless the unusual expedient of a special session should be adopted, the new Congress to be chosen in November would not assemble at Washington until a period of fifty-six weeks has been consumed in waiting. The methods of our federal system fairly require a measured and deliberate rate of movement in our electoral processes; but there would be no loss or danger in the adoption of quicker and less cumbrous ways. At least, the custom of later nominations would be advantageous. It would be better for the country if September rather than June were the convention month. The business of Congress was practically suspended for several weeks by the recent conventions, which for obvious reasons ought not to have been held until the session had been completed and its work had gone upon record.—The Review of Reviews.

The introduction to Poor's Manual of the railroads of the United States for 1892 has been issued, and its 30 pages contain a great deal of interesting and valuable statistical matter. The length of railroad track laid in this country up to Dec. 31st, 1891, aggregated 179,601 miles. The net increase of mileage of all railroads in the fiscal year 1891 was 4,488 miles. Twenty-five years ago the railroad mileage of this country was 35,250. The increase has been greatest in the Western States, where the mileage has increased from 15,777 to 100,599 miles. There were 164,824 miles of railroad worked last year, the gross earnings of which were $1,138,024,459, and the net earnings $356,209,880. The share capital corresponding to the mileage completed at the end of 1891 equaled $4,809,176,651, against 4,640,239,578 in 1890, the increase equaling $168,937,073, the rate of increase being 3·6 per cent. The funded debt of all the lines at the close of the year aggregated $5,235,295,074, a sum $129,395,049 in excess of the total of 1890, ($5,105,902,025), an increase of 2·5 per cent. The other forms of indebtedness of the several companies at the close of the year equaled $345,362,503, against $376,494,297 for 1890, a decrease of $31,131,794.

The continued decrease in the export trade of Great Britain is causing great disquietude among the manufacturers of that country. According to the Board of Trade returns, just published, it appears that the exports of iron and steel for the first six months of the year were 1,277,802 tons, valued at £10,713,329, as compared with 1,662,298 tons, valued at £14,954,277, during the first half of 1891. The decrease was, therefore, no less than 384,406 tons, or 23·13 per cent, in quantity, and £4,210,958, or 29 per cent, in value. Seeing that the exports of 1891 were much lower than those of the previous year, we may well ask with the British manufacturers, Where is this going to end? The export of machinery, hardware, cutlery, implements and tools, showed a decrease of 1·87 per cent, 12·15 per cent and 2.6 per cent in value, respectively, and the export of coals declined by 10 per cent in value.—Engineering and Mining Journal.

San Bernadino county, Cal., is contemplating the exhibition, at the World's Fair, of a "palace" of native salt, using blocks of crystallized salt that measure 12 by 12 inches and are transparent.

It is estimated that the thirty-five railroads which enter Chicago will expend $110,000,000 in increasing and improving their equipment and facilities for transporting World's Fair visitors and freight.

According to the census bulletins the aggregate wealth of the United States is $63,648,000,000, which is over thirteen billions more than the wealth of Great Britain, which is the next wealthiest nation in the world.

The immense fund in possession of the State of Texas for educational purposes is mostly loaned to counties who use the money for public works. The State comptroller has invested over $3,000,000 of the permanent school funds in the hands of the various counties, and as yet no default in the payment of interest has been made.—Rand-McNally Banker's Monthly.

Mr. Franklin W. Smith, who has built the wonderful Pompeian House in Saratoga, is interesting the wealthy lovers of art in this country in the erection of ancient Egyptian, Assyrian, Grecian, Roman and Gothic monumental buildings with a perfect reproduction in every detail of form, arrangement, device, ornamentation and furnishings. Mr. Smith has sanguine expectations of an early beginning of construction and in the general interest and inclination on the part of the legislative and administrative authorities to grant a superb site for the galleries on a hill slope in the Park of the Soldiers' Home as soon as a location is secured. Mr. Smith contemplates the preliminary gift from some munificent patriot of one million dollars, hopefully to be followed by a series of private subscriptions, a gift of one hundred thousand dollars to constitute a "Founder", of one thousand, a "Benefactor"; of one hundred, a "Patron." The conception is a grand one—of Parthenon, of courts and galleries, of temples reproducing Roman, Egyptian, Assyrian, Gothic and Moorish palaces, with pyramids and sphinxes, and triumphal arches to Washington and Lincoln.

By the death of Thomas Cook, the chief of the well-known firm of excursion managers, the world has lost the personal services of one who absolutely made his own field of labor. Born in Derbyshire in 1808, Mr. Cook was by turns florist, printer and wood turner. In 1841 a temperance society organized a picnic to meet at Loughborough. Cook conceived the idea that the railroad company might be induced to run a special train at a low rate for this purpose. This the company did, and the success of the undertaking was so great that Cook began to plan excursions as a business. At first he contented himself with local excursions, but little by little the trips became longer. In the year of the great London exhibition 165,000 persons went to the great metropolis under his management. In 1855 his first excursion was made to Paris. In 1856 he took a party to Germany. Tours through Switzerland were added in 1863. After that he extended his system to America. Then followed tours to India, Egypt and the Holy Land. Mr. Cook also did much towards abolishing passports.

This number of the Review is as strong in its portraits of distinguished personages as its predecessors. The frontispiece is a magnificent portrait of Mr. Cleveland, and there follow clear and striking portraits of Mr. Stevenson, the Democratic vice-presidential candidate; Messrs. William C. Whitney, Bourke Cockran, W. L. Wilson of West Virginia, Henry Watterson and Senator Vilas; Messrs. Weaver and Field, the People's party nominees; Messrs. Bidwell and Cranfill, the Prohibitionist nominees; Mr. Henry C. Frick, Mr. Andrew Carnegie, Mr. Hugh O'Donnell, and Governor Pattison, in connection with a discussion of the labor troubles at Homestead; Hon. Edward Blake and the Duke of Abercorn, in connection with the English elections; Mrs. Henry M. Stanley and Mrs. John A. Logan, apropos of some remarks on English and American women in politics; Hon. Andrew D. White, our new Minister to Russia; Messrs. Carter and Harrity, the newly appointed chairman of the National Republican and Democratic Committees; Prince Ferdinand of Bulgaria and his betrothed, the Princess Mary of Edinburgh. There are portraits of the following prominent men who have recently died: Mr. Cyrus W. Field, the Rev. Dr. Chidlaw, Professor Theodore W. Dwight, and Mr. Emmons Blaine. The August number of the Review will be found [illegible]