TRAINING MECHANICS. A great defect in our social symtem is the neglect to train the youth of the country for the following, of mechanical occupations. Several causes conduce to this neglect. Parents who themselves are mechanics are desirous that their sons shall be anything else than manual laborers. Their ambition is to have their boys attired in broadcloth and engaged in "genteel" pursuits. They also wish them at an early age to be in the receipt of some salary. The consequence is that the lads are sent to commercial colleges for a while, and then join, the great army of applicants for clerkships of one kind or another, either to secure employment at & fair salary for a youth with sparcely, any prospect of its advancement to a sum sufficient for a man's necessities, for to waste the best years of their lives in sub ordinate, almost menial, positions about merchantile offices. The boys-themselves share this parental ambition, and grow to despise the trades by which their fathers hive been enabled to secure them a comfortable living during their childhood and to give them a good, plain education. Another cause of the failure of the homeeducated mechanic supply is the want of a proper symtem of apprenticeship. Against the adoption of such a system the mechanic himself is a strong opponent through the trades unions. He seems to have an idea that it is better to limit the supply of skilled labor, and that by preventing more than a small proportion of apprentices in comparison with the number of journeymen he achieves that limitation. He loses sight of the fact that it is impossible to establish any other limitation than that afforded by the demand. and that if American mechanics: are not aviilable the demand will be filled by thousands of workmen from the other side of the Atlantic; and that, in refusing to allow his sons to learn trades, he is but giving the employment that should support them in comfort to foreigners. Againaside from this restriction, the apprenticeship system is defective, because there ed a knowledge of the trade they are anxious to earn journeyman's wages, and wholly regardless of the debt they owe their employers for the knowledge obtained at their hands, they strike out for themselves. Should the employer follow up his runaway apprentice, he will in nine cases out of ten find his time wasted, because the magistrates will accept some frivolous pretext as a sufficient plea for the lad's defection. This leads to two evils-employers are far from anxious to = take apprentices, and many of the trades are carsed with a number of only half-

Any scheme which promises to place this important matter of the training of mechanics upon a better basis is therefore of the greatest value to the community. Technical schools and colleges promise to do much in this direction. They tend to show that all labor is honorable, that all laborers are to be esteemed, and that those are most worthy of esteem who strive to attain the nearest to perfection in their respective callings. They offer a means the disadvantages of the apprenticeship system. They turn out workmen thoroughly drilled in the different branches ly against the sometime threatened extinction of the American mechanic. A House and is pending in the Senate. Under it a Mechanics' High School is proposed to be founded, in which the youth city, and is to be properly adapted to the practice of the different trades. Power is given the trustees to make arrange of the trades, as shall be within reasonable distance of the school, to have pupils Tales at their shops or places of business. tution that cannot but prove of inestimalime in putting it upon its passage.— Philadelphia Evening Telegraph.

tsugui workmen.

The New Party Movement.

movement. The announcement that such a project was contemplated immediately sttracted attention and inquiry. "Who asks for a new party?" is the question which passes from man to man, and the answer is prompt: "A corrupt Democracy whose treason to the Government has made them forever obnoxious, and an irreliable collection of broken-down Re-

have not the power to collect any considerable number of honest men together for the purpose of breaking down a party which saved the Government from treson. and which has administered it for nearly twelve years impartially, economically, and justly. When a new party is to be organized, it is done by the spontaneous uprising of the people, moving enthusiastically against the usurpations and laithlessuess of corrupt rulers. In this manner the Republican party was called into existence. It was not an intrigue of a collection of disgraced political backs. It was not the work of such men as now propose to organize against 41, but the creation of the virtue and wisdom and patriolism of the labd moved to combine to preserve and perpetuate free govern-

ment. The intelligent people of the country recognize in the new party movement as proposed at present, the first evidence of remaining life in the Democracy and Liberal Republicans, since their fearful deleat last year. It is only this and nothing more. Let it take shape and acquire substance, and we will have Jeff. Davis, John C. Breckenridge, William B. Reed, and all the other choice spirits of defunct Democracy and defeated treason, once more placed in the front of American politics. These are facts which the people too keenly appreciate to be deluded by them. Hence the impossibility of organizing a new party out of the material named, which will command any other support but that which has been opposing the Républican party since 1860, and which still \$5 continues to cling to the issues which traitors made with the national authority. There is no strength or cohesion in such elements; and no party founded upon them, would stand the test of a single election.—State Journal.

General Railroad Laws. The only sure mode of preventing s monopoly from acquiring the power to oppress any portion of the country, is to: make competition free and unobstructed save by those legal restraints essential fo keep all men within bounds It seems to is not sufficient provision for compelling be preposterous for any set of men to ask that they should have the exclusive per are bound. As soon as they have acquir- petual right to carry on a certain business, for which others have like capacity and capital to conduct; and yet the secret tendency of business in the United States. has been towards this, for the last twenty: years. There has been a quiet, though: great effort made, by combinations of men, to get the exclusive control of the, carrying business of the country by which. they expected to dictate whatever prices, they chose to fix on its agricultural," mining and manufacturing products. At first, the people were not able to comprehend the stupendous importance of this intrigue, and acts of incorporation for railroads and canals were allowed to go on the statute books of the States in which it was claimed certain parties acquired the right to monopolize all the railroad privileges of a certain territory—that its advantages belonged to them, and that they could expelail others from engaging B. F. BROWN & in the same pursuits within such specified limits. We are just beginning to realize the effect of such a condition of affairs, in the oppression to which the farmers of some of the Western States are subof education independent of the dicts of jected, and the monopoly shortly to show trades unions, and they obviate many of its power in Pennsylvania, on the subject of the coal trade, will still further en lighten us, when its full force of exaction is applied to our own purses. The only of mechanics, and will provide adequate. remedy to these evils is a system of general free railroad laws, which will apply to all the States—that is, for all the States bill is at present before the Legislature to pass uniform railroad laws, so that a for the establishment of such an institu- company can make communication, starttion in this State. It has passed the ing in any one State, with all the other States of the Union. One of the great arguments against secession and disunion has always been that a disruptured Union of the Commonwealth shall be educated would destroy the blessings of our vast and trained in the various branches of inland communication by means of naviscience, learning, and practical mechanics, gation. The rivers of the country were as they are connected with each other. It advanced as the strongest bonds of the is to be located within a reasonable dis- Union. But what are these bonds worth tance of some manufacturing town or if we allow a monopoly of railroad communication, permitting one corporation instruction of youths in the theory and to levy tribute on the industry of the people and reap all the advantages to be derived from our mineral resources? ments or contracts with employers in any Without a weil balanced system of free railroad laws this will be the result of the efforts now being made to control the carperform the manual labor required by its, rying trade of the country. But let all the States place upon their statute books The bill appears to contemplate an insti- liberal, just and comprehensive free railroad laws, the result will be a regulation ble benefit to the Commonwealth, and it of the carrying trade by fair competition is to be hoped that the Senate will lose no just as all other pursuits are controlled and managed. The prople are becoming more convinced, annually, of the necessi. ty of such legislation, and it will be demanded hereafter with a force which will There is no mistaking the temper of amount to revolution. Corporate mothe people in reference to the new party nopoly has been built up by corrupt and unconstitutional legislation. It must be checked and brought within proper limits, by a system of just, liberal and impartial laws, that will place all men on an

risks its owners may cho ose to assume. THE Legislature of North Carolina adpublicans, whose excesses, when they journed a week ago, after a protracted were deemed faithful to the Republican session, having passed but a single act organization, were and are the only blurs during the term, and that was necesoluon its fair escutcheon." These are the tion declaring that "Beaufort is a good men who propose to organize a new par- harbor." We suppose that matter is defity, and the organization is sought, not to nitely settled, then, and without the incorrect any clear and well established terference of lobby ists. We have no more abuse, but to raise themselves once more curiosty than other people, but we dointo power. There never was a new par wish we knew how the North Carolina ty organized in this country under such legislators amused themselves during the circumstances. Disgraced demagogues time they were not passing the bill.

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