

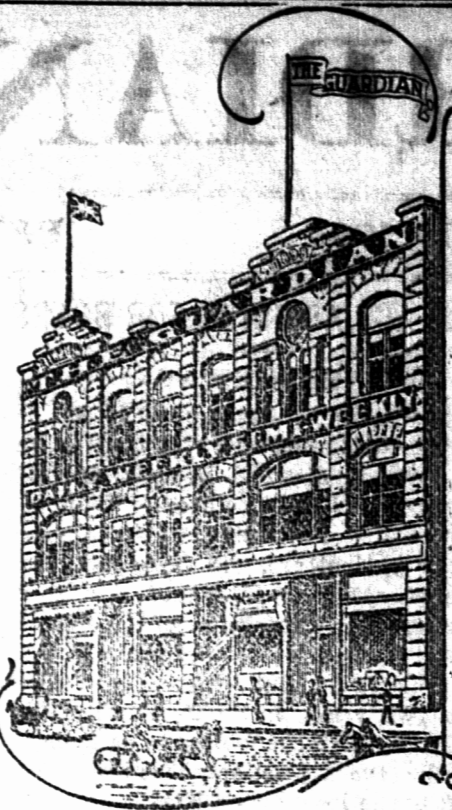
EXHIBITION WEEK

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TUESDAY,
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THE MORNING GUARDIAN.

FRIDAY, SEPTEMBER 19, 1902.

ECONOMIC AND INDUSTRIAL PROGRESS OF THE CENTURY.

A great theme, The Economic and Industrial Progress of the Century, is exhaustively discussed in Volume XV of the Nineteenth Century Series published by the Linscott Publishing Company of London and Philadelphia. The author is H. de Belgens Gibbins, M. A. F. R. G. S. Oxford prizeman in Economics and the writer of a number of books on industrial commercial and economic subjects. The volume of over 500 pages is full of information intended to impart to the general reader as well as the student some definite idea of the progress and conditions of industry and commerce during the nineteenth century.

Within the century, as is well known, there was an industrial revolution of unprecedented magnitude in production, manufactures and commerce. At its beginning there was an entire absence of factories. Spinning and weaving were done at home by hand power in a primitive fashion. The inventions of Hargreaves, Arkwright, Crompton and Cartwright changed all this. Water power came extensively into use, and the first textile factories were on that account built beside the streams. The invention of James Watt caused steam power to be brought in and new and large factories were built near the collieries. The consumption of coal was enormously increased by its use in driving factories, in propelling railway cars and steamboats and in smelting iron ore, for which wood had before been used. As a result of industrial activity commerce spread its wings to carry the products to the ends of the earth and bring back raw materials for manufacture; railways and canals were built to facilitate internal trade and ever more iron, steel and coal and manufactured wares were required to supply the wants of the world.

The changing commercial policies of the nations, the growth of the New World and its effect upon production, commerce and industry, the repeal of the corn laws, the adoption of free trade in Britain and the prodigious impetus and expansion which it gave to her commerce, are sketched in successive chapters. We learn how old a theory that of protection was, how frequently it was carried to the extent of absolute prohibition, and how the prohibitory laws in regard to the importation of certain articles were set at naught by the smugglers. Thus the importation of silk was prohibited in England but the foreign silks still came in and Joseph Hume on one occasion displayed a bandana silk handkerchief in the House of Commons during one of his flights of oratory, exclaiming: "Here is a foreign ware that is totally prohibited. Nearly every one of you has a similar

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3-5 d'w6m

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The Steamer "Elfin" will ply between Prince Street Wharf and Rocky Point, daily (Sundays excepted), as follows:

Leave Charlottetown.	Leave Rocky Pt.
At 7:00 a. m.	At 7:30 a. m.
" 8:30 "	" 9:00 "
" 9:30 "	" 10:00 "
" 11:00 "	" 12 noon "
" 2:00 p. m.	" 2:30 p. m.
" 3:00 "	" 3:30 p. m.
" 4:00 "	" 5:00 "
" 6:00 "	" 6:30 "

SUNDAYS
At 9:00 a. m. At 10 a. m.
At 12:45 p. m. At 1:15 p. m.
At 2:00 " At 2:30 "
At 3:00 " At 3:30 "
At 4:03 " At 5:00 "

Public Works Department, Charlottetown
May 31st, 1902.

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illicit article in his pocket. So much for your prohibition."

In the year before us the agricultural manufacturing and commercial progress and polity of Great Britain, France, Germany, Austria, Russia, Italy, Holland, Belgium, and the United States are each treated in detail. It is appalling to read of the condition of the workers in England a century ago, the long hours of toil, the scant wages, the children set at work even when but five or six years of age and compelled to toil early and late. In the making of bricks and tiles, we are told that work from five in the morning till seven in the evening was considered moderate, and this for children of six and in some cases of but four years of age. One instance is given of a young woman of twenty-four years of age, who generally made two thousand tiles a day, being helped by two little girls who carried the clay for her and stacked the tiles. These two little girls daily carried up from the clay pits a total of ten tons of clay, walking with them from a depth of thirty feet to the surface and then two hundred and ten feet to the place where the woman was at work.

In straw-plaiting children were generally put to work from their fourth year and even earlier. In the nail trade, nails being all made by hand, boys and girls worked from their tenth year and were only accounted skilled when each could make a thousand nails a day. Yet they had to make twelve hundred a day before they could earn the wretched pittance of five pence three farthings a day. Every nail had to receive twelve skillfully directed blows and the hammer weighed one and a quarter pounds. At this work children wrought for fourteen hours a day, while clad in rags with never enough to eat. One writer tells that apprentices in the nail trade were fed almost exclusively on diseased meat, or meat from animals that had died a natural death. Great as had been the revolution in industry brought about by invention, steam and machinery, there has been an almost equally great progress in improving the condition of the workers.

It is impossible in the space here available to attempt to discuss the contents of this instructive volume, but we can most heartily commend it to any one who takes an interest in the economic and industrial progress of the world.

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