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the workers, the commission is to have power to make the terms of the agreement "binding upon all in the industry" (p. 226). This is to guarantee the majority "against the undermining of standards by unscrupulous competitors" (p. 228). As to the constitutionality of such an act, the author believes "the time is coming when this kind of legislation will be upheld."

These views of a lawyer who has prosecuted unions before the courts on behalf of employers and who has given special thought and study to the legal aspect of the labor question, are particularly interesting and encouraging to the economist seeking a constructive solution of the present bewildering chaos produced by the clash of industrial interests.

N. I. STONE.

*The Longshoremen.* By CHARLES B. BARNES. Russell Sage Foundation. (New York: Survey Associates, Inc. 1915. Pp. xx, 287, illus. \$2.00.)

In England considerable study has been made of the working conditions among dock laborers since the great strike of 1889. In the United States, however, there had been no intensive investigation of this important class of our laboring population before the present work. Mr. Barnes' study, based upon an investigation carried on under the direction of Pauline Goldmark, is confined principally to the longshoremen of New York, Brooklyn, and Hoboken. In the appendixes is found a discussion of certain aspects of the work in Boston, London, Liverpool, and Hamburg.

The longshoremen provide a fruitful subject for inquiry, since here we find a large group of workers suffering under the evils of defective social adjustment. The central problem of the longshoremen and the one which prompted the present investigation is the casual or irregular nature of employment in the occupation. There is a large oversupply of labor, hiring is uncertain and unsystematized, and periods of unemployment alternate with long periods of exhausting work, often lasting thirty or forty hours at a stretch. Deplorable consequences result from this state of affairs. While waiting for work the men are naturally attracted to the saloons; uncertain employment leads to shiftless habits, often in the course of time demoralizing the laborer and unfitting him for regular work. Casual work is

accompanied by low earning power thus causing a burden upon society through the necessity of charitable relief.

Although the analysis of the problem of casual employment is familiar to us from other studies, Mr. Barnes performs a valuable service in bringing to the attention of the community conditions existing in New York. Lack of statistics makes it impossible for him to give any exact statements as to the extent of irregularity of employment, but the material presented shows that it is exceedingly great, it being estimated that one third of the longshoremen of New York are constantly unemployed.

One chapter is devoted to the study of the risks of the trade. Here again the author is confronted by a dearth of statistics. Yet the hazardous nature of the work and the danger of over-fatigue are explained, and an analysis of a number of typical cases of accidents leads to the conclusion that a considerable proportion of them were obviously preventable.

In the face of these unhealthy conditions it is pointed out that little or nothing has been done in New York to remedy them. Sporadic attempts have been made by the employers but with no success. The men themselves have been able to accomplish little. Some organization has existed among the longshoremen of New York for more than fifty years, and at times the unions have gained great strength temporarily. Bad management and internal discord have prevailed, however, and the men have never succeeded in getting formal recognition or a signed wage scale. Moreover, the state has done practically nothing either in providing for the regularization and better distribution of work or for the protection of longshoremen against accidents.

In England and Germany the problems here presented have been seriously attacked. London, Liverpool, and Hamburg have all adopted schemes for regularizing employment, the plan recently put in practice in Liverpool, providing for clearing houses and the pooling of the labor supply for hiring, being especially noteworthy. Likewise in these ports stringing regulations are in force for the prevention of accidents. Accounts of these foreign schemes and the provisions of the accident regulations are set forth in detail in the large appendixes to the work.

The author exhibits a sympathetic appreciation of the status of the longshoremen, but his treatment of their problem is

entirely impartial, and throughout the book there is apparent a painstaking search after the facts, obtained mostly by means of cross-examinations, interviews, and direct observation. In the presentation of the material, however, greater skill might have been employed. For example, the chapter dealing with the risks of the trade should logically follow the chapter giving a detailed description of the nature of the work. There would seem to be no reason for breaking the sequence by several chapters dealing with the history of organization in the trade. Perhaps also our remissness in handling the longshoremen's problems in this country could have been more effectively presented if the possibility of solving them had been demonstrated by concrete illustrations of the progress made in Europe, considered in close juxtaposition to the statements of the problems themselves instead of being relegated to detached essays in the appendixes.

But although the facts in regard to this trade might have been marshalled somewhat more forcibly through a better arrangement of the material, Mr. Barnes' study provides us with an enlightening and much needed contribution concerning a very defective phase of our social organization. It is to be hoped that this study will provide the starting point for the collection of statistics in regard to this trade and for some positive scheme of improvement.

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NEW BOOKS

BLACK, C. *Married women's work. Report of an enquiry undertaken by the Women's Industrial Council.* (London: Bell. 1915. Pp. vi, 292. 2s. 6d.)

BRASSEY. *Work and wages. The reward of labor and the cost of work. Founded on the experiences of the late Mr. Brassey. A volume of extracts.* Revised and partially rewritten. (New York: Longmans. 1916. Pp. vii, 200. \$1.25.)

COLE, G. D. H. *The world of labour. A discussion of the present and future of trade unionism.* Second and revised edition. (London: Bell. 1915. Pp. viii, 443. 2s.)

With the exception of a few minor changes in the chapters dealing with the structure and government of trade unions and a slight modification of the treatment of national guilds, the book is the same as the first edition, published in 1913. G. E. B.

GROAT, G. G. *An introduction to the study of organized labor in*