

gests the trend of modern industry, whose characteristics in general, as Mr. Booth says, do not differ greatly from those prevailing in London. He employs a double method of inquiry: he attempts to ascertain, first, how people live; and, second, how they work. After a general survey of the situation, he divides the whole population of London according to its occupations, and applies the statistics already given to each industrial section. His classification is elaborate, — dealing first with the age, sex, and social conditions of the people engaged in a group of trades, and then in more detail with those in each separate trade. After four volumes of statistics, Mr. Booth makes a number of comparisons between the various trade sections, as to apparent poverty, earnings, social conditions, etc., and then draws some conclusions on the subjects of employment, trade-unionism, wages, and industrial remedies. He recognizes, as the characteristics of modern industry, "The speculative forestalling of wants, a great complexity of operation, and increased responsibility of management." In his chapter on trade-unions, he does not attempt definitely to fix the relations between capital and labor, but says: "There is neither fixity nor finality in industrial relationships, and there are no sharply dividing lines." His conclusions are interesting and suggestive. "There is no single panacea," he says, "no philosopher's stone by which economists or statesmen can touch the surging life of London, even with the glint of an age of gold. It is indeed not this or that particular remedy that is the most essential need, but rather a vital movement; not laws or regulations, but the creation of a quiet determination on the part of men and women, rich and poor alike, to do their individual share."

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*Life and labor  
of the people  
of London.*

The second series of "The Life and Labor of the People of London" (Macmillan), written by Mr. Charles

Booth with the assistance of several of his associates, deals with the large subject of Industry. As the work comprises five volumes of three hundred pages each, and the style is yet concise, it provides its readers with a very extensive view of London's industrial conditions. Farther, it sug-