WORLD-FAMED WALL OF CHINA

Trip Over the New Imperial Railroad to the Wonderful Fortification.

FIFTEEN HUNDRED MILES OF MASONRY

The Napoleon of China and His Barbarous Deeds — Farming Scenes in North China—Men as Plow Horses—More About the Railroad.

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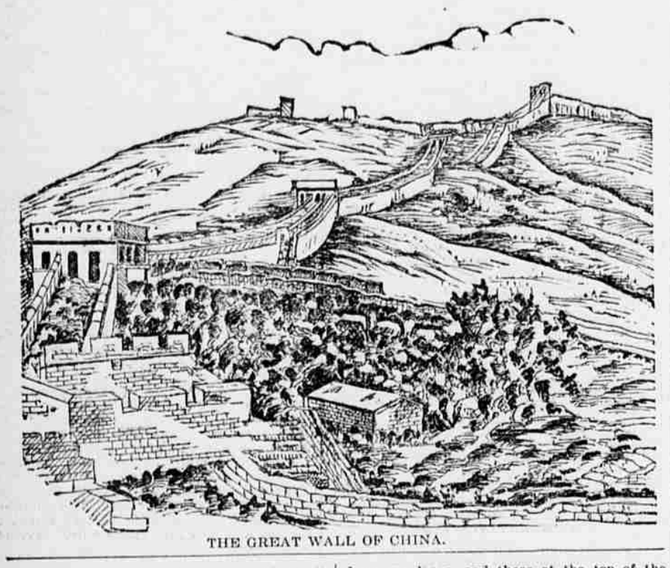
In the vice regal special train running through north China, from Shan Hai Kwan to Tien-Tsin—by railroad to the great wall of China. On a special train through some of the least known parts of the Chinese empire. Dashing along at the rate of forty miles an hour through the plains of north China. The steam demon of the present cutting its way into the most famous vestiges of the celestial past.

These are some of the wonders of the journey I am now making over the new imperial road of this vast empire in company with the party of ex-Secretary Foster in the private car of China's most powerful statesman and ruler, Li Hung Chang. We have traveled already nearly 200 miles through the agricultural and mining districts of this part of China, and have planted our American sole leather on the borders of Manchuria. We left the New York of north China, the great trading city of Tien-Tsin, and its million almond-eyed people, in the early morning of two days ago, and plowed our way through tens of thousands of brown grave mounds to the eastward. We passed the myriad huts of the city of Tong Ku, at the mouth of the Peiho river, and turned to the north almost under the shadow of the frowning battlements and of the Krupp and Armstrong guns of the Taku forts. We stood on the platform and saw the scores of queer windmills which, with their square white wings, pump the brine of the Yellow sea into the salt pools of the government reservoirs, and watched the gangs of yellow coolies cutting down



THE GREAT WALL OF CHINA.

the mountains of salt and loading it for Tien-Tsin, whence it will be shipped off at high prices as a government monopoly for the people of the interior. We rode for an hour over salt marshes, upon which Mongolian ponies, red cattle and donkeys grazed, and then entered the rich gardens of the great plain. Here every inch was cultivated, and the farmers were everywhere laboring in the fields. We saw the wheat planted in rows, two feet apart, springing from the soil in its luxuriant green dress of the early spring, and could note the curious methods of work of these the best farmers of the world. The crops are planted in small tracts and everything is cultivated with the hoe and the plow. There is no sowing of grain as with us, and the rows of wheat, corn and millet are weeded and fed with manure.

The wheat is planted in the fall and in the spring, as now, the rows are plowed and other crops planted between them. Everywhere over the landscape you see piles of manure, each containing about two bushels of brown earth, and here and there men and boys gather up this manure into baskets and carefully shake it out over the newly planted crop. This is after the seed has been sown. Now a donkey or a man pulls through the row a little roller of stone, mixing the seed and the manure with the soil and pulverizing the earth till it is as fine as the sands of the seashore. Every one is at work in the fields. Little children of 3 and 6 years go through the rows with baskets tied to their backs pulling the weeds with three-pronged hoes. They put each weed into their baskets and it is saved for food or fuel. There you see boys driving donkeys and now and then you will see a man plowing and men and boys hitched to the plow and doing the work of horses. I photographed one man on my way to Peking who had his whole family harnessed to his plow. He leaned upon the handles with all his might, while his three sons and one daughter tugged and pulled in drawing the plow through the furrow. He grew quite angry at my pointing the camera at him and rushed up to me and tried to take it out of my hands. I shoved him back, however, and with the assistance of my donkey boy was able to mount and gallop away.

THE TRIP TO THE GREAT WALL.

We saw some such scenes on the way to Tong Shan, where the famous Kaiping coal mines are situated and where we were entertained over night. We passed many coal cars carrying the black diamonds down to the sea to be shipped in the company's steamers to all parts of south China, and at every station we found a crowd of almond-eyed, yellow-faced mortals gazing at us in wonder. The trip from Tong Shan to the wall has been over the new government railroad, and our special train is the first of the kind which has gone over it. The line itself has only been opened to traffic for a few days, and this will be the first report given to the civilized world of its character. It is a railroad that any country might own with pride. Well ballasted and well laid, the steel track is as solid as though it had been used for a generation, and its stations and bridges have been built to stay. The Lan Ho bridge, which we crossed several hours ago, near the walled city of Lan Chow, is nearly 2,000 feet in length, and it has five great spans, each of which is 200 feet long. It has a number of smaller spans, and it is built upon arches of solid stone, the iron work being made by the same company that made the great Forth bridge in Scotland, and the heavy arches were sunken by the pnuematic process. Crossing this we rode onward—part of the time at a speed of forty-five miles an hour—past other cities, till we came in sight of the mountains of Manchuria and stopped with the end of the railroad, almost on the edge of the sea and within a stone's throw of the breach in the great wall, through which the railroad is to be extended hundreds of miles further on into the wilds of the almost unknown country of Manchuria. Here under the shadow of the great Chinese wall, gray with its age of 2,000 years, we ate our luncheon in the viceroy's car, nine representatives of the most progressive nations of the present at home and in comfort among the ruins of the greatest work of China's historic past.

It is indeed a curious sight for China. Our party consists of six Americans, three Englishmen and two Chinese officials, in addition to a retinue of servants and train men. The Americans are: General John W. Foster, ex-secretary of state, and his wife; Mr. Orr, a wealthy citizen of Evansville, Ind., and his two young lady daughters, who are related to Secretary Foster, and who are making the tour of the world with him, and last of all, your correspondent, who has been sent out here to write up the modern movement in China. The three Englishmen are the officials in the employ of Li Hung Chang. First, there is Mr. G. D. Churchward, who has built railroads in Australia and New South Wales, and who is one of the best of modern civil engineers. He is in charge of the locomotive works of the viceroy at Tong Shan, and in the absence of Mr. Kinder, the general manager of the Imperial railroad of China, who is carrying on the survey into Manchuria, is the superintendent of the road. Dr. Robertson is a young physician who was connected for some years with the Chinese navy, and who is now in charge of the viceroy's big naval hospital at the Kaiping coal mines, and Mr. Garland is the English traffic manager of the two Chinese railroad systems. The two Chinese officials are well educated Chinese gentlemen, and they speak English perfectly. Mr. Chun Oi Ting was for years consul general of China to Cuba, and he is now in charge of the coal mines here, managing a capital of millions, and Mr. Tong, his secretary, is a graduate of Yale college, and one of the brightest young men of the empire. Both of these men are clad in official dress, wearing gorgeous silk gowns, big cloth boots and black silk caps with red buttons in the center of their crowns. They are good talkers, and are full of information concerning China. The special train which we have might be that of an American railroad president, and we travel in it with as much ease and comfort as we would have were we a congressional party traveling to the funeral of a senator of the United States at the expense of the government. The train consists of an engine built on the English plan at the Chinese car works at Tong Shan, of an open car in which are carried the sedan chairs and the coolie bearers needed for the transportation of the ladies in our trips away from the railroad; of a second special car which can be used for smoking or loafing; of an open observation car in which we can sit outside and watch the every varying panorama of Chinese farming scenes and of the vice-regal car proper.

This last is made of Siamese teak finished in the natural wood. It is as hard as ebony, and it takes on the rich dark color of oiled chestnut. It contains half a dozen rooms, which are furnished in foreign style. The sofas are upholstered with the finest of blue and silver brocaded silk, and there are plenty of tables and easy chairs. The walls of the car are in blue and gold. The windows are large, and those at the top of the car and serving as ventilators are of stained glass. Pictures of the finest Chinese embroidery hang upon the walls, and the larder is filled with a plentiful supply of all sorts of things, liquid and solid. It was after a good dinner that we took our trip to the great wall. We spent some hours in walking about it. We climbed to its top and examined the great towers which crown it at every few hundred yards, and in our American shoes tramped over the brick pavements which were trod by the Chinese warriors who built it, now more than two thousand years ago. We made measurements and examinations of it at the breach where the railroad is to pass through it on its way into the Manchurian wilds, and with our own hands pulled from its sides four great bricks, which we will carry back to the United States as mementoes of the trip.

THE GREAT WALL OF CHINA.

What a wonderful structure it is and how mighty it must have been before the days of gunpowder and cannon. I have seen the pyramids, but this massive wall impresses me more forcibly than they. The greatest of all the pyramids is an immense pile of stones, covering thirteen acres and reaching to a height less than that of the monument at Washington. The great wall of China, if the brick and earth composing it could be carried to the valley of the Nile, would carpet the best parts of Egypt, and it is a work incalculably greater than the monuments of the Egyptian kings. I visited it where it runs through the Mongolian mountains, about ninety miles from the city of Peking, and I found there an even more solid structure than that at Shan Hai Kwan, on the edge of the sea. It begins here at the head of the gulf of Pechili and runs up and down the mountains, clear across the boundary of northern China, separating the country from its vast tributary provinces of Mongolia and Manchuria, till it reaches the great desert of Gobi, above Thibit. It is more than 1,200 miles long in a straight line, and with its windings up the hills and down the valleys it measures all told a distance of more than 1,500 miles. This wall is about thirty feet in height, or as tall as a three-story city house. Its width at the points where I have visited it ranges from fifteen to thirty feet. The average parlor is not more than fifteen feet wide, and if you will imagine a solid block of three-story houses fifteen feet deep, built across the United States from New York to Omaha, you can get a faint idea of the size of this great wall. Such a block, however, would be easy to construct in comparison with the work needed for this vast fortification. It would cut the plains of New York, Ohio, Indiana, Illinois and Iowa where the soil has much clay and where the railroads could carry the materials.

The great wall of China is built right over the mountains. It climbs up crags so steep that the bricks had, it is said, to be carried on the backs of goats. It crosses peaks taller than the Allegheny mountains, and at one point goes over one which is 5,000 feet above the sea. A large part of it has a foundation of granite blocks from two and a half to four feet thick, and the base of the wall is ten feet wider than the top. The bricks of which it is made weigh from forty to sixty pounds, or as much as a 6-year-old boy, and the clay for these bricks had to be transported long distances from the interior at some portions of the wall. These bricks are of a slate color. According to measurement they are fifteen inches long, nine inches wide and about five inches thick. They are put together in a solid masonry by means of lime mortar, and they are built up from the foundation in two walls, each about three feet thick, running parallel with each other, the space between being filled with earth and stone well rammed down. The top of the wall is paved with these bricks, and its average width is about fifteen feet. It is everywhere so wide that two two-horse wagon loads of hay could be driven along it and the hubs of the two wagons would not touch. Six horses abreast could be easily driven upon its paved highway, and on each side of the road along its whole 1,500 miles of length there is a brick crenellated wall as high as your head, which would prevent them falling off in case of a stampede. At short intervals the wall is crowned by great two and three-story towers, made of these big blue bricks, and at the passes in the mountains there are arched gates of stone, some of which are beautifully carved. Here and there the wall is double, a second wall running over the country some distance back from the first, and on the peaks near it there are often watch towers, in which the guards stood in times past and warned the soldiers stationed on its top of the advancing hordes which they spied coming from the wilds beyond.

HOW IT WAS BUILT.

Much of the great wall is still in perfect condition. Standing upon it at the city of Shan Hai Kwan we could see it climbing up the Manchurian mountains, jumping the

GATE OF WALL, 2,000 YEARS OLD.

gorges and scaling the peaks. Gray with its life of twenty centuries, it seemed to grasp the earth of the present with its mighty hand, and where it crossed the mountains it seemed as imperishable as the hills whose hoary brows it crowns. At other places, however, time has gained the mastery, and nearest the railroad there is a breach at least 100 feet wide, and one side of the wall, where it bounds the city of Shan Hai Kwan, has been almost overthrown. Its sides are covered with moss, and the grass has grown upon its pavements. No arches now guard it, and it only remains as a monument of the hundreds of thousands of almond-eyed men who 2,000 years ago thus sought to protect their homes and those of their descendants from the savages of the north for all time to come. No one can stand upon its ramparts and not be impressed with the strength of this great Chinese nation. Seventeen hundred years before America was discovered; at a time when our blue-blooded ancestors, half naked and altogether savage, were wandering through the wilds of France, Germany and England, when Rome was still a republic, fighting her last battles with the Carthaginians, 200 years before Christ was born, these same Chinese people built this mighty wall. Their history states that it required an army of 300,000 men to protect the builders, and millions must have been employed in the undertaking. I have seen enough of the building of railroads and other works in China during my present tour to understand how it was probably constructed. There was no machinery used, and few cattle and horses. Every foot of it was built by man, and in its 1,500 miles of mountain climbing there are today bottled up within this structure the vital force of millions of the Chinese of the past, a monument to the thought that while man dies his work remains, as does the hand that carved the Venus di Medici and the pen that wrote Shakespeare and the Aeneid. These Chinese of 2,000 years ago probably carried the earth and stones which formed the filling of the greater part of the wall in baskets, and this earth was rammed down by means of discs of stone or iron as big around as a half bushel measure and from six to eight inches thick. It is in this way that the embankments of the railroads are being built today. It takes eight men to each of such discs. There are holes cut about its circumference, and in these ropes about ten feet long are fastened. The men stand at equal distances about the disc, and by pulling back raise it and throw it upward often to a height above their heads, and it falls upon the fresh earth with a thud. A ninth man often sings a song while these men thus work, keeping time to his music with the weight, and joining in the chorus, the weight falling at the end of each verse and line. It is the same with the packing of the earth with wooden stamps. Each man has one of these about the weight of the dasher in an old-fashioned churn, and the gang of stampers sing as they work. The bricks were made by hand, and men and women aided in their laying. Such wood as was used in the towers was pulled up by human muscle to the top of the wall, and the sawing of the timbers was with cross-cut saws.

THE NAPOLEON OF CHINA.

The organization required for the building and the defense of such an army of laborers shows a high state of civilization. The man who began the work was one of the great men of the world's past. He has been called the Napoleon of china, and he to a large extent was the founder of the Chinese empire. His name was Tsin Chi Hwangti, and he consolidated the many kingdoms of China into one. He built at his capital a vast palace, with many buildings, which were connected by colonnades and galleries. Each set of these buildings he had made the exact counterpart of the palaces of the rulers he had conquered, and when the whole was completed he brought them to his capital and kept them there in state. He built this great wall in ten years, and organized many public works. Like Alexander and Napoleon, he grew vain as he went on in his conquests, and he decided that Chinese history should begin with him. With this view he committed an act which has made him in the eyes of the Chinese the most despised and detested of their emperors. This was the collecting of all the libraries and histories of China together and burning them. He had all of the copies of Confucius and Mencius that could be found committed to the flames, and for fear that there might be other books written than such as he desired he killed the 500 most eminent of the scholars of his empire. It is said that not a single perfect copy of the Chinese classics escaped destruction, and such as exist today are made up from the parts remembered by scholars who were not known to the emperor, and which were written out after his death.

Frank G. Carpenter

PRATTLE OF THE YOUNGSTERS.

Eight-year-old Fred was the youngest member of a large family, and, unlike many boys of that age, was accustomed to regard himself as a person of little importance.

At the table he ate what was given to him with a thankful heart and a vigorous appetite. He was not consulted as to his personal likes or dislikes, as far as food was concerned.

Naturally enough, therefore, his ideas were much confused when, on the occasion of his first dining out at the home of one of his schoolboy friends, he was asked whether he would like his slice of beef rare or well done.

"Why—I—think," stammered Fred, bashfully; and then, with his usual bright smile, he said:

"It doesn't make any difference, Mrs. Brown. Any old thing will do nicely for me!"

***

Bessie was just finishing her breakfast as papa stooped to kiss her before going down town. The little one gravely took up her napkin and wiped her cheek. "What, Bessie!" said her father. "Wiping away papa's kiss?" "Oh, no," she said, looking up with a sweet smile, "I's wubbing it in."

***

Teacher—Sammy, in the sentence, "I have a book," what is the case of the pronoun I?

Sammy (promptly)—Nominative case.

Teacher—Next boy, tell me in what case to put the noun book.

Next Boy (thoughtfully)—Bookcase.

***

Dickey—I'd think Jimmy Rice would feel just like an orphan. Mamma—Why? Dickey—Why, his papa and mamma let him do everything he wants to.

***

Frances and her papa had a few squares to go and the latter asked: "Frances, shall we walk or take the street cars?" "Well, papa," replied the little girl, "I'll walk if you'll carry me."

***

Father (solemnly)—This is going to hurt me more than you, Napoleon.

Napoleon (sympathetically)—Well, dont be too rough on yourself, dad; I ain't worth it.

MORSE CLOSING OUT.

Friday our store was closed all day to give us time to arrange stock and mark down prices. Saturday (as you all know) we were crowded to the doors. Same for Monday.

MORSE DRY GOODS CO.

The China and Glassware Department continues to draw the people; and why should it not? You can buy good, reliable goods at half the price you have to pay for questionable qualities. First-class merchandise at manufacturers' cost and under. This is the magnet that draws.

MORSE CLOSING OUT.

Vista Mineral Water FREE to you all day Monday.

It is pure. It is healthful.

MORSE DRY GOODS CO.

Hosiery.

On Friday hosiery was marked away down.

Monday.

Ladies' Seamless, 12½c
Ladies' Tan Seamless, 12½c
Children's Seamless, 9c
Ladies' Silk Hose, 50c
Boys' Bicycle, 18c

HALF COST IS SURE

MORSE CLOSING OUT.

Monday.

Linens.

11c Bath Towels.

5c All Linen Towels.

$1.00 Our $2.00 Damask.

44c Bleach Damask, 66-inch.

$1.39 12-4 Spread (Marseilles).

MORSE DRY GOODS CO.

Monday.

Carpets.

All Carpets bought Monday we will lay free of charge.

This Offer for Monday Only.

MORSE CLOSING OUT

Monday.

Boys' Clothing

Your choice of four lots.

Lot 1, $2.00
Lot 2, $3.00
Lot 3, $4.00
Lot 4, $5.00

They have sold for more than twice our price.

MORSE DRY GOODS CO.

Monday.

Lower Than Ever.

If cost will not do it half cost will close out our CAPES, SUITS, JACKETS, TEA GOWNS.

Lower Than Ever.

MORSE CLOSING OUT.

These were marked down Friday:

49c comforts.
69c comforts.
98c comforts.
8c Berkley and Lonsdale Cambric.
7½c fine Outing Flannel.
4¼c 4-4 Sheeting.

MORSE DRY GOODS CO.

Monday

We were closed Friday. Marking down prices.

Greater sacrifices made than ever before, to close out our business

AT ONCE.

MORSE CLOSING OUT.

Monday

Black Goods

To be sold, all have been marked low. One lot of silk and wool Novelties that have never sold for less than $1.75, go for

75c.

Prices like these talk.

MORSE DRY GOODS CO.

Monday

Dress Goods.

Three lots of Dress Goods that are hummers:

At 11c—One table of changeable Novelties.
At 29c — One table of Scotch Suitings.
At 75c — One table loaded with choice goods worth up to $2.00.

MORSE CLOSING OUT.

Men's Goods.

BUY NOW.

Tan hose, 20c.
Fast black (50c)...35c
Balbriggan underwear ($1) 50c
Men's $1.00 white shirt...59c
$1.25 negligee shirt...75c

PRICES LIKE THESE TALK

MORSE DRY GOODS CO.

Monday

Gloves

REYNIER'S BEST

At $1.99 Reynier's 8-inch best.
At $1.13 Best kid 7-hook.
At 97c Best kid 5-hook.
At $1.00 White kid Gloves.

Retiring from Business.

MORSE CLOSING OUT.

Vista Water

All Day MONDAY in our drinking fountain.

Help yourself—it is free.

MORSE DRY GOODS CO.

Monday.

Draperies.

For the mere song of a price. Lace Curtains, Lace Muslins. Screens very cheap. Oil Cloths and Linoleums 25 per cent off

PRICES WILL DO IT

MORSE CLOSING OUT.

Monday.

I should say prices were cut Friday on

Silks.

China Silk, $1 goods, including Cheney Bros.... 49c

One table of Novelty Silks. Some have sold for 69c

A lot of Fancy Silk Gauzes, they are $1 goods. 49c

MORSE DRY GOODS CO.

Monday.

Laces

must go faster.

Lace Dress Nets.
Lace Flouncings
Black Laces in all widths.
White Silk Laces.
All must go.

Half Cost Will Do It.

MORSE CLOSING OUT.

Muslin Underwear.

At $1.00 Extra long elaborately trimmed chemises.

At 67c Drawers, corset covers, regular $1.35 goods.

Silk Underwear, made of China and surah silk at less than half price.

Infants' Dresses, Half Price.

MORSE DRY GOODS CO.

Retiring from Business.

Our stock was not moving fast enough, so we closed our store last Friday to make further reduction in prices Saturday. Our store was crowded all day and Monday it will be, too.

MORSE CLOSING OUT.

We have a very large stock of BLACK SILKS that must be sold and the prices that we have put on them will do it. If you have the least thought of a black silk dress for the fall.

MORSE DRY GOODS CO.

Your Time To Buy Your Carpets.

Monday you buy them at a low price and have them made and laid for nothing.

Closing Out.

MORSE CLOSING OUT.

Monday.

Ribbons.

The only prices we have are:

Ribbons at 2c
" " 6c
" " 9c
" " 12c
" " 16c
" " 22c
" " 27c

But see them for the price.

MORSE DRY GOODS CO.

Classware.

At 75c a dozen—Your choice of all our $1, $1.25 and $1.50 Thin eng. Tumblers.

At 18c a dozen—Tin top Jelly Tumblers.

At 15c — Your choice of our 25c, 30c and 35c glass Berry Bowls.

At 15c—Quart size Wine Decanters, engraved.

At 29c — A fine plain glass Water Bottle.

Prices will do it.

MORSE CLOSING OUT.

Summer Underwear.

At 5c—Ladies' 25c gauze vests.
At 18c—Ladies' silk finished vests.
At 23c—Ladies' fine lisle vests.
At 35c—Ladies' extra fine lisle thread tights.
At 25c—Ladies' lisle vests, long sleeves.
33⅓ per cent off Dr. Jaeger's underwear.

MORSE DRY GOODS CO.

Toilet Articles

Calder's tooth powder.... 12c
English tooth powder.... 15c
Vennard's Wash...13c
Bay Rum.... 29c
French Perfume...07c
Tetlow's face powder.... 12c
Swans Down...06c
Lubin's powder...11c
Sponge cups...05c
Almond meal.... 13c
Castile soap.... 19c
Magic secret.... 17c
Bone hair pins...01c
Fancy pins...05c

PRICES WILL DO IT

MORSE CLOSING OUT.

Notions.

At 4c—Coats' thread.
At 1c—Hooks and eyes.
At 4c—Darning cotton.
At 7c—Pins and trays.
At 17c—Coraline stays.
At 7c—Twin stays.
At 3c—Tape measure.
At 6c—Safety pins.
At 3c—Rubber corset laces.
At 27c—Silk shields.
At 9c—Belts.
At 3c—Large fans.
At 9c—Binding ribbon.
At 3c—Ladies' collars.

PRICES WILL DO IT

MORSE DRY GOODS CO.

Dress Goods.

Large stock to select from and must be sold; if one price will not do it, we know what will. Perhaps half cost will.

Retiring from business.

WOMAN AND CHILD LABOR

An Important Subject Discussed by the United States Commissioner of Labor.

WAGES, HOURS OF LABOR AND PROSPECTS

Women Not Crowding Men in Mechanical Industries, While the Proportion of Children is Gradually Growing Less in Those Industries.

(Copyrighted 1894.)

The presence of women and children in mechanical industries is considered by many as a menace to the position of men, affecting not only their tenure but their wages. By others, their presence is considered as an evidence of advancement, and, so far as women are concerned, as tending toward their independence, securing to them freedom from burdensome dependence and making them a more active factor in the affairs of the world. All agree, however, that children ought not to be engaged in any industry, but should use the years of childhood for the purpose of securing such a practical education that they may be more able to become self-supporting when they reach maturity. The discussion of the question, therefore, is interesting sociologically, but it is often conducted more from the standpoint of sentiment than from fact. The results of the Eleventh census give us the facts and show clearly the tendencies of the times in respect to the employment of the classes named.

In this article I shall deal only with the women and children employed in the mechanical and manufacturing industries of the country, because this is sufficient for this time and purpose, and, further, the classification of all the population of this country as to occupations, both remunerative and otherwise, has not yet been published by the census office.

The total number of persons, men women and children, engaged in the industries named was, in 1890, 4,711,822, as against 2,732,595 in 1880, 2,053,996 in 1870 and 1,311,246 in 1860. Reduced to percentages, these persons constituted, in 1890, 4.17 per cent of the whole population of the country; in 1870, 5.33 per cent; in 1880, 5.45 per cent, and in 1890, 7.52 per cent. As a side fact from the one under discussion, I may remark that these figures show conclusively that a constantly increasing proportion of the total population is engaged in the mechanical and manufacturing industries of the country. If we consider women alone the same fact appears; for in 1860, taking females above 15 years of age, there were employed in the mechanical industries of the country 270,897, being .86 of 1 per cent of the total population; in 1870, the number was 323,770, being .84 per cent of the whole population; in 1880, the number had arisen rapidly to 531,639, or 1.06 per cent of the total population, while in 1890, the number had grown to be 845,428, or 1.35 per cent of the whole people. The proportion of the total population was practically the same at the censuses of 1860 and 1870, but increased largely before 1880, and to a still higher point in 1890, as shown.

These two comparisons between the total number of persons employed in manufacturing industries, separated as to males and females, would indicate a relative progress in the total number employed; but as the women increase in number and in percentage, that is, both in fact and relatively, we must discover the relation which the children, or persons under 15 years of age, bear to the whole, and then we may be able to determine whether the employment of women is a menace to the position and wages of men or not.

Unfortunately the classification of the census of 1860 did not give the number of children employed in manufacturing industries, but in 1870 we find the number under 15 years of age of both sexes to have been 114,628, or .30 per cent of the total population; in 1880 it was 181,921, or .36 per cent, being a slight increase relatively, while in 1890 the actual number had fallen to 121,194, being only .19 per cent of the total population. This is an exceedingly gratifying showing and proves conclusively that not only is the number of children employed decreasing, but that the relative proportions of the total population shows a still greater decrease.

A more instructive comparison, however, is to be found in discussing the proportion of the total number of employes engaged in manufacturing industries. This comparison shows that in 1860 20.66 per cent of all the persons employed in manufacturing industries were females over 15 years of age; in 1870 they constituted 15.76 per cent of the total number employed; in 1880 they were 19.45 per cent, and in 1890 they were 17.94 per cent. The relation therefore to the total number of persons employed was quite stationary at the last three federal censuses, and was only about 2 per cent in 1890 over what it was in 1870, and nearly 3 per cent relatively less than in 1860. The women are therefore not crowding upon the men in mechanical industries.

THE PROPORTION OF CHILDREN GROWING LESS.

The proportion of children has fallen very rapidly. It was not given in 1860, but in 1870 the persons under 15 years of age were 5.58 per cent of the total number of employes in manufacturing industries; in 1880 there were 6.66 per cent, while in 1890 there there were only 2.57 per cent of the whole. There can be no other conclusion than that the children are disappearing from our great mechanical and manufacturing industries. This is the result of two causes—first, public sentiment and general opportunities for educational work, and, second, the law which in many of the older states, or in those more largely interested in mechanical industries, prohibits the employment of children under 10 years of age. In some of the eastern states, those in New England especially, the law relative to the non-employment of children has been so rigidly enforced that there are practically no children under 10 years of age in the factories. When this law becomes general throughout the manufacturing states, and is well and rigidly enforced, no child under 10 years of age ought to be found in any manufacturing establishment. To the mind of the writer—and this has been his opinion expressed constantly for twenty years—children under 14 or 15 years of age ought not to be found in such establishments. I know very well that there is a conflict in this matter, because states that, on the other hand, have compulsory education laws, and, on the other, laws which prohibit the employment of children in factories, have found themselves in the position of preventing the support of parents through the wages of children, thus making it impossible for the children to attend school, and yet making no provision for the support of the parents. This problem will some time be solved, but it will have to be solved along very broad lines, which I am inclined to think the public is not ready to adopt at present. It is a serious difficulty and one which may well agitate the minds of people who are looking to the amelioration of conditions.

WAGES OF WOMEN AND CHILDREN.

The facts as to numbers having been given, it may be well to see what proportion of the total wages paid in the country falls to women and children. From recent calculations I am able to state that the wages of males constitutes 87.73 per cent of the total wages paid in 1890, while the wages which went to females over 15 years of age was only 11.39 per cent of the total amount, the children receiving but .88 per cent of the whole. These percentages, taken in comparison with the percentages as to the number employed, are quite instructive, while somewhat disappointing; as for instance, in 1890 the females above 15 years of age constituted 17.94 per cent of the total number of persons employed in manufactures, yet received but 11.39 per cent of the total wages paid out. The children constituted 2.57 per cent of the total number of persons employed, yet received but .88 per cent of the whole wages paid. Looking at the classification of wages, it is found that 70.85 per cent of the total number of males received $9 and over per week, while 90.62 per cent of the whole number of females over 15 years of age received less than $9 per week, and a little over 28 per cent of the whole number of females employed received less than $5 per week for their services. Nearly all the children, that is, those persons under 15 years of age, employed in manufacturing establishments received $5 per week or less.

WOMEN TAKING THE PLACES OF BOYS AND GIRLS.

This is not the place, of course, to discuss the reasons why women receive less than men, but the facts certainly indicate that the women, instead of crowding upon the men to as great an extent as is generally supposed, are rapidly taking the places of boys and girls and doing the work which they formerly did in our factories. The constantly increasing proportion of men indicates this, but supplemented by the constantly decreasing proportion of children, the fact becomes apparent.

On reading the foregoing statements the inquiry may be, what proportion of the females over 15 years of age are married? There are no very general statistics on this subject, but so far as investigation shows it may be estimated with a fair degree of accuracy that about 10 per cent of the women employed in the manufacturing industries of the country are married.

LEGAL RESTRICTIONS.

The employment of women has become more and more the subject of legal restriction. They have been classed with the children and legislatures have felt it incumbent upon them to regulate the employment of women and children so far as hours and conditions were concerned. It has not been deemed wise to interfere with the employment of male adults; nevertheless the male adults have found their work regulated to a certain degree through the regulation of the work of women and children. The hours of labor of men were long ago lessened, but the hours of labor of women and children were shortened only through positive legislative enactments. The whole ethical, social and political effect of the employment of women in manufacturing establishments is a broad subject, the discussion of which must be prefaced with a knowledge of the actual facts.

CARROLL D. WRIGHT.

Washington, D. C.

LIONS AND Leopards

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