

the proposed limitation of the hours was not applicable to railways, because a certain driver would have to do a twelve hours' journey regularly. Well, let him drive to-day, take a holiday to-morrow, and go on duty the next day again. Thus he could in each week put in four days' work of twelve hours each, which would be equal to six days' work of eight hours a-day. Such an arrangement would afford employment for three drivers where two now suffice to do the work, and would give more leisure to all three. It is for such purposes that an eight hours day is advocated. Or better still, dispense with twelve-hour journeys. There is a limit to the length of a journey as it is: why not reduce that limit—making the longest journey one of eight hours? Eight hours a-day among engine-smoke and water, in all weathers, for weeks, months, years on end, seems enough to satisfy the veriest glutton for driving work.

As to paper works and chemical works, let them have three shifts instead of two. The labour in chemical works especially is notoriously unhealthy; and, as exceptionally good profits are made in this industry, the employers can afford to pay the same rate of wages as at present for a very much shorter day and to a greater number of men.

But other objections still remain to be considered.

Mr. Bradlaugh (and Mr. Bryce after him) has urged that the enforcement of an eight hours day would simply lead to the work being taken home. Admitting that there is some little force in this plea, it is worth while pointing out—what is too generally overlooked by objectors—that the motive to work overtime would be greatly lessened under the eight hours system. Men may frequently work overtime from cupidity or from mere carelessness as to how they employ their time; but the chief motive, the *raison d'être* of overtime will be found to be low pay. The causes of low pay, in turn, are an overstocked labour market and the want of combination among the workers. This latter source of helplessness, however, is steadily being overcome; and if the working day were shortened and the unemployed absorbed, the workers would be enabled to determine many things that they cannot touch so long as there are plenty of idle hands to take their place should they demur to the terms on which they are employed. They would, among other matters, be able to secure better pay, and, with better pay, the necessity for working at home in their own time would either disappear altogether or else be very much minimised. Be that as it may, in the great majority of industries to take home the work would be impossible, even if the operatives