



Dhananjayrao Gadgil Library



GIPE-PUNE-003618

The Nation's Library.

The outstanding feature of the NATION'S LIBRARY is specialised information by the most capable and competent authorities, and every subject dealt with is brought right up to the point of its relationship to modern life and thought.

Nothing obsolete finds a place in this series; each book provides ample material for thought in its particular direction and presents knowledge in its most modern dress.

The volumes already issued or in preparation include:—

SOCIALISM AND SYNDICALISM. PHILIP SNOWDEN, M.P.

AVIATION. CLAUDE GRAHAME-WHITE.

SANE TRADE UNIONISM. W. V. OSBORNE (of the Osborne Judgment).

INDUSTRIAL GERMANY. WILLIAM HARBUTT DAWSON.

EUGENICS: A SCIENCE AND AN IDEAL. EDGAR SCHUSTER, M.A. (Oxon.), D.Sc., Fellow of New College, Oxford, sometime Galton Research Fellow in National Eugenics at the University of London.

THE PRACTICAL SIDE OF SMALL HOLDINGS. JAMES LONG, Member of Departmental Committee on Small Holdings.

MODERN VIEWS ON EDUCATION. THISELTON MARK, B.Sc., D.Lit., Lecturer on Education in the University of Manchester.

THE CASE FOR RAILWAY NATIONALISATION. EMIL DAVIES (Chairman Railway Nationalisation Society).

THE FEMINIST MOVEMENT. ETHEL SNOWDEN (Mrs Philip Snowden).
I.G.

CANADA AS AN IMPERIAL FACTOR. HAMAR GREENWOOD, M.P., Barrister-at-Law.

A HISTORY OF TRUSTS. M. E. HIRST, M.A. (Birm.), sometime Scholar of Newnham College, Cambridge. With an Introduction by F. W. HIRST, Editor of *The Economist*.

THE CASE AGAINST RAILWAY NATIONALISATION. EDWIN A. PRATT, Author of *American Railways*.

THE PRINCIPLES OF EVOLUTION. JOSEPH McCABE, Author of *The Story of Evolution*, *The Evolution of Mind*, etc.

MODERN COMMERCE: A SURVEY. H. H. BASSETT, Editor *Financial Review of Reviews*.

A BOOK OF FOLK-LORE. REV. S. BARING-GOULD, M.A.

THE MODERN BRITISH NAVY. Commander CHARLES ROBINSON, R.N. (Ret.).

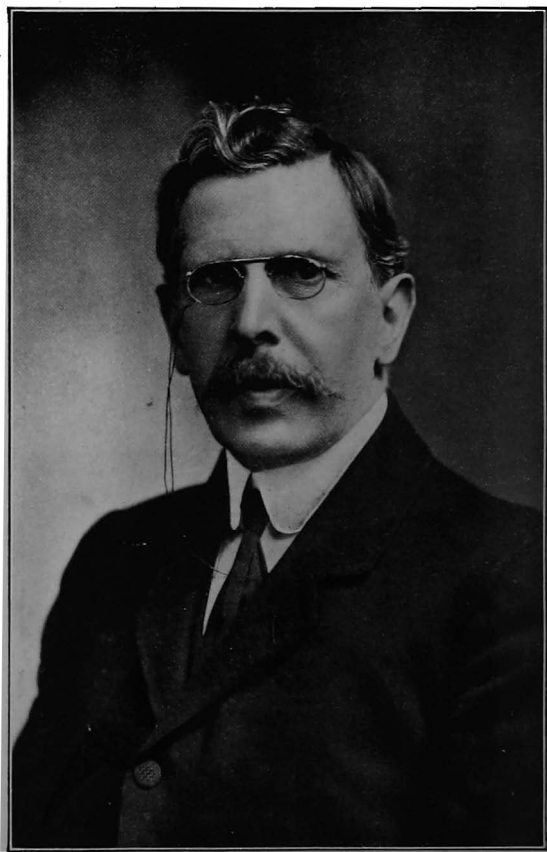
BURNS. Rev. LAUCHLAN MACLEAN WATT, M.A., B.D., F.R.S.E., F.S.A. (Scot.).

OIL FUEL. VIVIAN B. LEWES, F.I.C., F.C.S., Professor of Chemistry at the Royal Naval College, Greenwich.

CO-OPERATION AND CO-PARTNERSHIP. LANGFORD LOVELL PRICE, M.A., Fellow and Treasurer of Oriel College, Oxford, Reader in Economic History in the University of Oxford.

POVERTY AND THE STATE. GEOFFREY DRAGE, M.A. (Oxon.).

THE STAR WORLD. A. C. DE LA C. CROMMELIN, B.A., D.Sc. (Oxon.), Assistant at Royal Observatory, Greenwich.

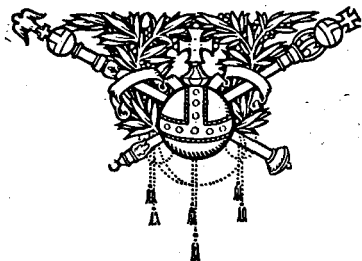


W. H. Dixon



INDUSTRIAL
GERMANY

by
WM HARBUTT DAWSON



COLLINS' CLEAR-TYPE PRESS
LONDON & GLASGOW

X9.53. N1

E 2

3618

PREFACE

THE call for this book may be taken as evidence of continued public interest in the industrial movements of a country which, by general consent, is regarded as Britain's most serious rival in the markets of the world, and which itself claims to be so regarded. I have had the greater satisfaction in writing the book, since the task has given me the opportunity of calling attention to certain important measures of quite recent date devised for the development of Germany's natural resources and the increase of its industrial efficiency. Some of these measures well deserve closer study than it has been possible to give to them in these pages. It is shown, for example, how the railways and waterways have been brought into a state of efficiency and made to minister to the interests of industry and commerce; how in furtherance of the same interests a large colonial empire has been created; how an attempt has been made to solve the problem of cheap power for industrial purposes by mobilising latent natural forces—water and furnace gases, coal, lignite, even peat—and converting them in large central works into electricity; how the organisation of industry has taken new and more efficient forms, as exemplified by amalgamation, fusion, and the syndicate; and how the home industries have been preserved in town and countryside. Germany affords, indeed, a stimulating example of a country

solicitous for the development of its natural resources and eager to adapt its economic arrangements to changing needs.

While there has been a great industrial awakening in this country during late years, much may still be learned from the methods and the example of other countries. Nevertheless, I do not believe that the British manufacturer will be spurred to greater energy and more willing zeal by continually nagging at him. Hence, as far as possible, I have abstained from international comparisons, preferring simply to state plain, pertinent facts, and to allow the interested reader to attach to these facts his own moral and to derive from them whatever advantage he can and will.

As in earlier books on kindred subjects, so in this, I do not take a pessimistic view of Britain's industrial and commercial outlook, being persuaded that in this field the courage, resource, and enterprise of the race are capable of as great achievements in the future as those which belong to the past. The essential thing is to recognise frankly and betimes that many of the preferential conditions which favoured this country up to forty or fifty years ago exist no longer, and that henceforth the race will be to the swift and the battle to the strong.

W. H. D.

October, 1912.

CONTENTS

CHAP.	PAGE
I. POPULATION AND OCCUPATIONS	7
II. NATURAL RESOURCES	21
III. STATE RAILWAYS	44
IV. DEVELOPMENT OF THE WATERWAYS	63
V. INDUSTRIAL CONCENTRATION	89
VI. THE CARTELS AND SYNDICATES	114
VII. CENTRAL POWER AND LIGHT SUPPLY	148
VIII. THE ORGANISATION OF LABOUR	178
IX. THE ORGANISATION OF CAPITAL	199
X. THE HOME INDUSTRIES	228
XI. THE COLONIAL MOVEMENT	246

INDEX

- AGRICULTURAL** Districts, migration from, 11-14.
Agriculture and industry, 38.
 —, centres of, 40-42.
BANKS, 92.
 —, combinations of, 109.
CANALS, 64-88.
 —, construction programme, 77.
 —, goods carried, 73.
 —, new ship canals, 77-80.
 —, rates, 72.
Capital, organisation of, 199-227.
Cartels and syndicates, 114-147.
 —, definition of cartels, 117.
 —, Socialist-Labour party and the, 135.
Chemical industry, syndicated, 124.
Child labour, 239.
Coal, 21-27.
 —, output, 24.
 —, syndicates, 130.
Coke-oven gas for lighting, 170.
Collieries, syndicated, 119.
Colliery industry, 94.
Colonial German population, 251.
Colonial movement, the, 246-262.
 —, population, 250.
 —, territories, 250.
 —, trade, 256.
Companies (share), number of, 90.
Competition, limitation of, 114.
Copper, 31.
ELECTRICAL industries, 105.
Electric power for industries and lighting, 148-169.
 — and colliery production, 153.
Electric and water-power generation, 152-166.
 —, nationalisation of, 168.
 —, 'overland' power, 151-167.
Emigration, 11-14.
 —, diminution of, 16, 17.
Employers' federations, 200.
 —, enumeration of, 202.
Employers' registries, 208.
Engineering and machine trades, 33.
FOREIGN work-people, 17-20.
Forest areas, 42-44.
Free labour unions (Pacifists), 183.
'HOME' industries, 228-245.
 —, centres, 233.
 —, character of, 229.
 —, modes of employment, 233.
'Hüttenzechen,' 101.
INDUSTRIAL concentration and combination, 89-114.
Industrial Courts, 224.
Industries, capital of, 91.
 —, large, number of, 89.
 —, people engaged in, 14, 15.
 —, subsidiary, 16.
'Interest conventions,' 107.
Iron mines, 23-30.
 —, output, 28.
Iron and steel districts, 32, 33.
 —, exports and imports, 132.
Iron smelting and coal supply 33.
LABOUR and the Press, 192.
 —, hours of fixed, 219.
 —, organisations, 173-199.
 —, provision of educational institutions, 190.
Lead, 31.
Lignite, 26.
Lockouts, 201.

- MANUFACTURES**, exports and imports, 86.
Metal trades, syndicated, 120.
Mineral wealth, 21-30.
Mining Law of 1905, 98.
Municipal power production for industries, 148.
 —, bought up by Companies, 153.
NICKEL, 31.
'OVERLAND' power stations, 151-168.
POPULATION, 7-14.
 —, industrial census, 14, 15
Potash mines, value of, 146.
Power for lighting and industries, 148-178.
 —, municipal holdings in company undertakings, 154.
 —, 'overland' power stations, 151-168.
 —, power gas and colliery production, 171.
Power gas for industrial purposes, 170-178.
 —, colliery production and transmission, 170.
RAILWAYS and the State, 44-63.
 —, capital invested, 49.
 —, electrification, 60.
 —, employees, 51.
 —, federal administration, 46.
 —, length of full-gauge lines, 50.
 —, length of narrow-gauge lines, 52.
 —, differential rates, 58.
 —, profits on, 54.
Railway tickets, tax on, 51.
Rivers, goods traffic, 75.
Rivers, improvement of transport facilities, 80.
 —, navigable, 64-67.
SALT mines, 31.
Shipbuilding, 34.
 — industry and combination, 107.
Ship canals, 77-79. (See also under *Canals*.)
Ships and shipping, 38.
Socialist societies, 179-199.
Spirit Syndicate, 128.
State monopolies, 142.
Steel production, syndicated, 121.
 'Stores' and the small shop-keeper, 109.
Strike and lockout compensation funds, 216.
Strikes, 186-199.
Syndicates (see *Cartels and Syndicates*).
Toys, 234.
Trade disputes, prevention of, 218.
 — **Industrial Courts**, 224.
Trade unionism, 178-199.
 —, enumeration and distinctive colours, 179.
 —, financial resources, 185.
 —, numerical strength, 184.
Trade unions federated central offices, useful character of, 193.
 — and strikes, 197.
Textile materials, exports and imports, 37.
 — trades, 36.
WAGES, rate of fixed, 218.
Waterways, 68-88.
 —, navigability, 67.
Water-power generating stations, 152-165.