

it grows less numerous year by year as machinery takes the place of hand-labour in the various operations comprised in making a knife, and as the heavy firms gradually develop and absorb the manufacture of crucible steel and the tools made therefrom.

It may seem strange that trades requiring, on the one hand, minute delicacy of handling, and, on the other, the production of huge weights of metal, should flourish in the same place, that place being an inland town, dependent on costly railway carriage for the transport of its wares, in the production of which the whole of the material used, except fuel, is brought from the coast. Swedish iron is, owing to its purity, the basis of crucible steel for cutlery purposes. Iron made from Spanish or hematite ores on the Cumberland coast is used for the heavy finished products of the district, all of which, except material for British railways, are sent forward to the coast in their turn, either for export or for use in the construction of ships and marine engines. The question thus arises, How far can Sheffield count upon the continuance of her trade prosperity in days when manufactures tend to centre round the source of their raw material and to cheapen their costs by dispensing with railway carriage and by loading their exported products direct into ocean-going ships? The answer to this is the same as that to the further question whether the foreigner, with his native skill, capital and education, and the aid in his home markets of protective tariffs, may not yet outrival the Sheffield manufacturer. So long as Sheffield can rely on the hereditary skill which has descended through generations of handicraftsmen, upon technical training of the best, and on the sagacious management of the capital employed so that her works are kept fully up to date, so long will she prosper, and there can be no question that, so long as the same care is devoted to the analysis and structure of an armour plate or the tail shaft of an Atlantic liner as to a