

The sole leather department; and 4th. The bottoming department, where the soles are attached to the uppers, and the work finished. Each of these departments is in charge of a foreman, a proficient in his special branch, while over the whole is a superintendent, thoroughly skilled in all the intricacies of the business. There are usually in a first-class manufactory over one hundred machines driven by steam.

Mr. Ames adverted to the recent advice given by Mr. Ward, in his lecture on the lumber trade, to young men to learn a trade, which would, in case of their application, ensure them the means of earning a livelihood, and expressed his entire concurrence in the advice given. As an illustration he mentioned that a few months ago a bookkeeper was wanted in a large manufacturing establishment, and the result of an advertisement in our daily papers was that there was no less than 75 applications, while an advertisement of several weeks continuance for a foreman in the same establishment was necessary before a suitable person could be got, although the salary was double that of the bookkeeper. In the special industry treated by Mr. Ames it is said to be rare for a sober and industrious workman to seek employment in vain, while many have gradually risen to positions in which they get three to five, and even ten dollars a day.

Mr. Ames, at the conclusion of his lecture, probably with the view of stimulating the rising generation to follow, the advice that he had given, mentioned the names of several members of the craft who had risen to literary renown both in Great Britain and in the United States. Among these was Gifford, the celebrated editor of the *London Quarterly Review*, so highly eulogized by Lord Byron, and Henry Wilson, Senator and Vice-President of the United States. Of course the number of those who have risen to eminence in the literary or political arena is small, but the lecturer maintained that "any young man of average ability and like habits of improvement followed with frugality, temperance, patient industry, honesty and common sense, can acquire competence and an honorable position among his fellows, and leave the world the better for having lived in it."

THE MONTREAL HARBOUR COMMISSIONERS.

At the meeting of the Board on the 17th inst. a most interesting address was delivered by the chairman, Mr. Andrew

Robertson, in which he reviewed at length the various subjects which have engaged its consideration. We regret that we are unable to give the chairman's address at length, and our space does not admit of more than a brief review. The deepening of the channel has been already fully discussed, and it is well known that after encountering a formidable opposition the commissioners obtained from the Government a loan of the amount required at 4 per cent, which, of course, under existing regulations, will be an additional charge on the traffic by the St. Lawrence. Mr. Robertson dealt with the much controverted question of the cause of the reduction in the number of sailing vessels frequenting the port.

He referred to the fact that when the sailing vessels of the Allan and Beaver lines frequented the port those companies had their own tugs and took their sailing vessels into port, and yet for two years those companies have not brought a single sailing vessel to the St. Lawrence. Mr. Robertson did not fail to notice the great disadvantage under which Montreal labors in being only a summer port, which fully accounts for the greater proportionate increase in traffic at the American sea ports which have lines of railway which bring goods at all periods of the year. Mr. Robertson gave an encouraging statement as to the relative advantages of the Canadian canals as compared with the Erie, pointing out that the foreign grain which comes to Montreal is nearly all intended for exportation, while of that sent by the Erie canal a considerable portion is required for home consumption.

Mr. Robertson during his recent visit to Europe seems to have omitted no opportunity of making himself better acquainted with the most modern improvements in dredging and other works in harbors and rivers, and his conclusion is that we have not much to learn regarding dredging and deepening the St. Lawrence. It appears from the revenue statement that there is a slight decrease as compared with 1882, caused chiefly by the falling-off in the local traffic, which is attributed to the increasing facilities afforded by the railways. The tonnage dues on steamships show an increase of \$6,766.67 and those on sailing vessels a decrease of \$4,291.76. Mr. Robertson is not singular in the opinion that the pilotage system below Quebec, which is controlled by a corporation, and which is a monopoly, is a crying grievance to the commercial interests.

The canal toll question was very fully discussed in a letter addressed to Sir Charles Tupper by request. Assuming as it does

that it is impossible that there will be a complete remission of tolls, Mr. Robertson favors their rebatement on all traffic passing through both the Welland and St. Lawrence canals. We gather that Mr. Robertson has to some extent modified his views since his letter to Sir Charles Tupper, which only went the length of making a rebate of the tolls of the St. Lawrence on all traffic passing through the Welland, and *vice versa*. We trust there will be no attempt to discriminate against the United States. It is quite possible without discrimination to confer material advantages on the St. Lawrence route. Mr. Robertson's address well deserves general attention.

ENGLAND'S MEAT SUPPLIES.

The formation of cattle ranges companies in the far west of the United States and the North-west of Canada, and the impetus given everywhere to cattle breeding, with the view of supplying the wants of Europe, make it a matter of importance for the cattle raiser and the shipper to know exactly what supplies England, the largest consumer of foreign meat, may derive from its permanent pasture land, increased every year by the systematic conversion of arable land to the purposes of rearing cattle and sheep, for which the high prices lately obtainable appear to have offered such inducements. The volume of statistics issued for the first time by the newly-constituted agricultural department of Great Britain furnishes us with important informations. The constant additions to permanent pasture already remarked upon in former reports of the Board of Trade has continued during this year and the results are shown in an area of 15,065,300 acres, as compared with 14,821,600 in 1882. The land transferred to owners during the recent agricultural depression has been chiefly utilised by them for grazing purposes. The proportions of the whole area of cultivated land in 1873 were 41.5 per cent under permanent pasture; 30.4 per cent under corn (grain) crops; and 11.5 per cent under green crops. In 1883, permanent pasture represents 46.5 per cent, corn crops 25.6 per cent, and green crops 10.7 per cent. This increase in permanent pasture must have a correlative increase in the various kinds of live stock:

Number of Live Stock in the United Kingdom as returned upon the 5th of June, 1882 and 1883 respectively:

	1882.	1883.
Cattle, cows and heifers.....	3,274,528	3,682,317