Kinnon Dash Company, of St. Catharines, then making, in a modest way, dashboards for carriages. Its capacity has since been increased, and is about to be increased again, so that by 1902 the works here will employ probably 300 hands. The success of this concern has been great. It now has factories at three United States cities, and at Niagara Falls, Ont. Then the Wheel Works, of which Mr. R. McKinley is manager, are a busy concern, turning out carriage wheels, mainly. "Why, sir," said my informant, "those people ship goods to Brantford and other places by the carload." When one remembers how many towns and cities in Ontario, from London to Gananoque, possess carriage factories, more or less extensive, it does not seem strange that carload lots of wheels should be common.

Among the industrial concerns, which within a year or two have secured advantageous premises and water-power at decided bargains in St. Catharines, are the Kinleith Paper Mill, at the foot of St. Paul street, and the Packard Electric Co. The former concern, of which Mr. Finlay is manager, has transformed what was a grist mill into a manufactory of fine papers for lithographic and other purposes, which find market at various points in Ontario and Quebec. The water being out of the canal at the moment, we were not privileged to see the huge Fourdrinier machine in motion; but we marvelled at the massiveness and the delicate accuracy of the appliances wherin chemistry and mechanical power are combined to produce the beautiful white fabric known as "plate" paper. This machinery, made at Hamilton, Ohio, is of the newest. Half a mile away, what was known years ago as the new Neelon flour mill, a substantial red stone building, is occupied by the Packard Electric Co., of which Monetary Times' readers have learned. There are turned out here electrical appliances of various kinds, prominent among them the incandescent lamp for hotels, stores and dwellings, and ornamental lights and stands of all sorts. The business of this company is well established, and growing steadily.

It was not the season to find vegetable and fruit-canning factories in active operation. These are busy in the autumn, when the pears, peaches, apples, orchards of which, and vineyards of grapes, have given this rich and fruitful Niagara district the name of the garden of Ontario; pour their ripe and ruddy store into the garners of the canners. But we heard of the Simcoe, the Dunmore, the Grantham, the Garden City canning companies, and the Ontario Pure Food concern and the L. N. Sheank Company, all of which are situated in the city or its suburbs, and all of which put up in tins both fruit and vegetables.

P. V. AYOTTE, stationer and printer, Three River, Quebec, whose failure we noted several weeks ago, is offering 25 cents, cash.——A. Binette, a Lachine plumber, has filed consent to assign, and owes about $2,500.——J. B. Fortin, hotelkeeper, Ste. Rose, Que., has assigned, owing $1,700.

A DESPATCH from Paterson, N.J., says that Mr. James Jones, who has now been appointed superintendent of the Sydney rolling mills, recently left the former city for Pittsburg, with the object of securing some 10,000 skilled iron workers to be employed in the Cape Breton iron works.

NEXT month two large grain carriers from Chicago will start 1or Liverpool by way of the Canadian lake and canal route. The first of these, named the "North-Western," will leave on May 24th, and the second, the "Northman," on May 25th. Both vessels are owned by the North-Western Steamship Company, of New York, and if the trip by the Canadian route proves successful, it is believed much of the grain trade from Chicago and Duluth will in future be delivered through Canadian channels.

THE following is a list of recently-granted Canadian patents: Philisa Boire, improvements in means of locking whips in whip sockets; James Gardener, improvements in pneumatic attachments for separators; Hugh Burnet, improvements in rock drills; Joseph H. Gagnier, improvements in car brakes; Honore Duperre, improvements in gulley cleaners; Andrew Neilson, improvements in stove-pipe elbow connections; Etienne Poulin, improvements in railway crossing frogs; George W. Walker, improvements in banana shipping crates; William G. Tretheway, improvements in automatic train pipe couplings; Isaac N. Kendall, improvements in steam valves; Gilbert M. Tait, improvements in pulp screens; Joseph Foreman, improvements in bicycles; Daniel R. V. Allen, improvements in truss rods for waggons; Burton Dixon, improvements in games; Henry A. Wood, improvements in devices for connecting valves with pneumatic tires or other receptacles made of similar pliable material, intended to confine air or other gas or liquid; Edward Merrill, copy-holder; George Mitchell, life preserver; Edward Morgan, anesthetic inhaler; Robert Snell, ventilated shoe; Thomas Stevenson, cap and filling device for fountain pens; John Taylor, grain door for cars.

Correspondence.

THE METRIC SYSTEM.

Editor, Monetary Times:—

SIR,—I have been reading your article of the other week on this subject. It is hardly a matter of wonder to those who know how the people of the British Islands cling to matters of old use-and-wont, that they cannot be got to adopt the Metric System of measures and weights. And yet we in Canada, who have known for forty years the convenience of the decimal system of currency over that of pounds, shillings and pence, which we used to employ, cannot but marvel that the shrewd business men of the Old Country do not recognize the advantage of both systems—of the money, because of its greater simplicity and convenience in matters of book-keeping or calculation; of the weights and measures because it is used so much by European nations and in foreign trade.

But it is much more surprising that the United States of Amerrca, that up-to-date people, usually eager to adopt anything new or advantageous, or even fashionable in commerce, as in anything else, and which for nearly all its national life (since 1785), has used decimal currency, is so long in adopting the Metric System, which was agitated among Americans seventy years ago. True, some of the governmental departments at Washington have adopted it, notably War and Navy, and also the Post Office for its foreign work. And what is not less significant, the system is in use at the Mint, and in the Census Bureau and the Coast Survey. Still the people at large, and even business men over there, seem as little disposed as the English people to its general adoption, although since 1866 the use of it has been permitted by statute in the United States. This leads one to watch, with some curiosity, to the fate of the bill, introduced in Congress, providing that on 1st January, 1903, the Metric System of weights and measures shall be the legal standard throughout that country.

Looking to trade with foreign nations, the fact that ten nations regularly use the Metric System, cannot but be of importance to commercial men. Nor is it a small circumtance that the mail matter exchanged between forty or fifty countries, belonging to the Postal Union, Great Britain and the United States among them, is weighed and paid for entirely in metric terms. These considerations should help to convince conservative Anglo-Saxon people, on both sides of the Atlantic, of the advantages of the Metric System.

MODERN METHODS.

Toronto, 21st April, 1901.

NEW ZEALAND BUTTER FACTORIES.

To a large extent the butter factories in New Zealand are worked on co-operative lines, all the milk suppliers profiting proportionately by a season of good prices. It frequently happens that there will be a central factory, where the farmers within a convenient distance will deliver their milk. Beyond this radius there will be a series of connected skimming stations, where the milk is delivered, put through the separators, and the skim milk returned to the suppliers, while the cream only is forwarded to the central factory. The rapid growth of the business is illustrated by the following figures: Total exports of butter and cheese for year 1898, £536,100; for 1899, £701,700; for 1900, £987,000.

There are in the colony 248 factories, with 202 attached "skimmeries," the Taranaki district claiming fifteen more factories than all the rest of the colony; in fact, for many miles it is a perfect network of milk centres. The Government have done a great deal to foster dairying, having provided free of charge at ports of shipment cool stores for holding the produce in good condition pending shipment; also a perfect army of dairy instructors and lecturers, graders, etc. Indeed, an industry which has within three years nearly doubled its output may well claim such attention. The shipping companies have combined to start a steamer at fortnightly intervals, so that the butter and cheese are delivered in the London market at regular intervals.