

It is not to be supposed that it would be impossible to find, even now in France and Germany, in villages remote from railway communication isolated cases of persistence in using old units, or old names for new units. I will go further, and say that after the metric weights and measures have been introduced into this country it may be many years before the old names will die out altogether in the mountains of Wales and the Highlands of Scotland. But what has that to do with the question? It will be found that wherever the inspectors of weights and measures can reasonably reach the users the new weights and measures will soon be adopted; and what does it really matter if some of the old women, who keep village shops, and only have a few transactions a week, fail to fall into line as quickly as do the residents in busy centres?

I maintain that, with such exceptions as above alluded to, there is no continuance of the old names or units in France or Germany, and I have excellent authority for this contention. Most decidedly do we claim a country as a metric using one wherever a law has been passed for the adoption of that system. For the purposes of our trade with such a country it does not matter whether the system has penetrated entirely through the interior of that country. If it be used in the customs house, we have to send invoices based on the metric scale.

We shall very soon now be able to claim that the metric system is used throughout the whole of the British Empire. Our bill has been read twice in the Lords, and has every prospect of passing both Houses with but slight modification. We have already presented a large number of extensively signed petitions in support of the measure, and are about to present a further batch. The attitude of the British colonies has been very clearly shown to be entirely on our side by a Government paper published about ten days since, of which the following is an abstract:

"The metric system is already used in Mauritius and Seychelles. The following are favorable to its adoption: Australia, New Zealand, Cape of Good Hope, Transvaal, Orange River Colony, Southern Rhodesia, Gambia, Northern Nigeria, Gibraltar, British Guiana, Trinidad, Leeward Islands, Windward Islands. Also, with a reservation that it must be adopted in the United Kingdom or in the Empire generally. Sierra Leone, Southern Nigeria, Ceylon, and Falklands. Hong Kong would take common action with other colonies. The States of New South Wales, Victoria, and Western Australia are also favorable, but together with South Australia and Tasmania, consider that the matter is one for the Commonwealth Government. Fiji is doubtful, but must follow Australia and New Zealand. British New Guiana would go with Australia. Jamaica and British Honduras need the adoption of the system in the United States of America. The practice of India is important to the Straits Settlements, who would be followed by Labuan; and the Bechuanaland Protectorate would follow the rest of South Africa. St. Helena, Cyprus, Lagos, Wei-Hai-Wei, Barbados, and Bahamas are on the whole unfavorable. The Gold Coast Colony and the State of Queensland are prepared to adopt, but consider that inconvenience would occur. Natal cannot consider the matter until some general lines of legislation have been agreed upon by His Majesty's Government. No definite answer has been given by Newfoundland, Malta, or Bermuda. Canada has not yet replied."

I will admit that Mr. Halsey should know better than I do what are the prospects of the Metric Bill at Washington, but I am convinced that it will give a great advantage in competing for foreign trade if we should have a few years' start of the States in the use of the metric system, and so I do not trouble very much about this particular prophecy of his.

I am, Sir, your obedient Servant,

E. JOHNSON,

Secretary Decimal Ass'n, London, Eng.

Capt. J. W. Pierce, the steamboat designer, of Portsmouth, near Kingston, who designed some of the fastest steamers and yachts on the St. Lawrence, died last month, at the age of 84.

MINING MATTERS.

Armand Moscovisi, engineer of the Matane Mining and Smelting Co., states that operations will be increased this year. Much machinery will be installed at Matane, Que., and the ores concentrated on the spot.

C. O. Macdonald is visiting Europe in the interests of the North Atlantic collieries, Port Morien, N.S., to study the principal British sub-marine collieries and the economical methods adopted in foreign countries.

Anderson Bros., of Woodstock, Ont., will establish a furniture factory in Newcastle, N.B., costing \$25,000, and employing 75 men. The town will lend \$20,000, without interest, repayable in twenty yearly instalments, and will give free water and exemption from taxation beyond \$5,000.

The Eastern Townships Mining and Smelting Co. proposes to establish a copper smelter in Sherbrooke, Que. The capital is \$40,000, and the company agree to put in a plant costing \$25,000 within fifteen months. They ask the city for a bonus of \$10,000, and exemption from taxation for ten years.

J. H. Plummer, president of the Dominion Iron and Steel Co., states that, when completed, the company's plant will have a capacity of from 200,000 to 250,000 tons of steel per year, and he believes they could turn out all the pig iron Canada could consume. The capacity of the washing plant is 200 tons per hour, and all coke will be produced from washed coal, thereby freeing it from sulphur and other impurities. 2,000 men are now employed.

INDUSTRIAL NOTES.

C. Karsh, of Aylmer, Ont., has started a spring mattress factory at Dundas, Ont.

The Maritime Engineering Co., St. John, N.B., has taken over the business of J. Weir & Son.

Representatives of the Henderson Roller Bearing Co. visited Brantford, Ont., recently, with a view to locating there.

A company with W. St. Clair at the head will establish in the old building of the Blatchford Organ Co., Galt, Ont., a factory for the manufacture of cement and mining machinery.

F. L. Smidth & Co., now located at 80 William St. and 66 Maiden Lane, New York, N.Y., will move to the J. Monroe-Taylor Building, 39-41 Cortlandt St., New York, on or before May 1st, where they will have a more desirable location and larger and better lighted offices.

A. J. Stevens, C.E., 499 Ontario St., Toronto, has been appointed Canadian representative of the Trussed Concrete Steel Co., of Detroit. The company proposes to have the shearing of the bars used in their structural work done in Canada, and Mr. Stevens will be glad to receive offers from firms who have a "bull dozer" or heavy power shears.

The new elevator at Collingwood, Ont., will be built of steel and concrete, and will have a capacity of 1,000,000 bushels. It will have 18 circular bins, 30 feet in diameter, 90 feet high, with a steel cupola 65 feet high, containing two 1,500-bushel scales and garners. The new marine leg will be 72 feet from that of the present elevator and their combined capacity will exceed 25,000 bushels per hour. The estimated cost, including the buildings, tracks, and a new dock, is \$250,000.

The Colburn Machine Tool Co., of Franklin, Pa., has arranged with the Ludwig-Loewe Co., a large machinery firm having warehouses in London and Berlin and other continental centres, to represent them in Europe. H. W. Brickenridge, of this company, paid a short visit last month to leading cities of Ontario and Quebec, and reports that the boring mills, which are the sole specialty of his company, are meeting with an active demand in foreign countries, as well as in America.