

The uniform numbering of textile fibers is of great importance to the spinning mills and textile manufacturers of the world. At present, many different rules are in use, all absolutely dissimilar.

In France, the cradle of the metric system, the numbering "kilométrique"—that is to say, based upon the relations between the weight in demikilograms and the length in kilometers—is only in use for cotton thread and "bourre de soie." Chaos reigns in the international numbering. In fact, few persons can distinguish in the many complicated modes of numbering the exact number of thread intended.

Uniformity in this matter would immensely simplify the technique of the textile industry, but, to accomplish this object, it will be necessary to establish an invariable rule to be applied to all countries.

This question has for a long time occupied the attention of those engaged in this industry. It was the subject of investigation at five successive congresses, held at Vienna in 1873, at Brussels in 1874, at Turin in 1875, and at Paris in 1878 and 1889. It is intended to study this subject again at the international exposition to be held at Paris in 1900.

At all the former congresses progress has been made, but no practical result has yet been obtained. There are two reasons for the failure—uniformity in this matter has not become general, even in France, and the metric system has not yet been adopted by all countries. England places goods in foreign markets that are not numbered and manufactured according to the metric system, and it is also permitted to be done in the United States. Our country is making strenuous and successful efforts to compete with other nations for foreign trade in merchandise, and, as our capacity to produce is almost unlimited, it would seem that our textile manufacturers should be well represented at the above-named congress in Paris in 1900.

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## DANISH COMPLAINTS OF AMERICAN BICYCLE TIRES.

The United States Vice-Consul at Copenhagen, Denmark, reports that American bicycle tires sent to that country are of a very inferior quality, a mistake that Canadian exporters should studiously avoid. He says:

Danish importers contracted in December last for enormous quantities of American bicycles, and the goods ordered are now coming. They are mostly of the lower grades, and therefore cheap. The bicycles themselves look very smart, and are no doubt good. Nobody complains about them, and the importers who have been wise enough to buy without the