

is the life of such works if not properly cared for. In the case of the Callowhill street bridge, says the *American Architect*, the corrosion was probably hastened by the action of the smoke from the locomotives which passed under it; but there are hundreds of bridges exposed to the same action, and the iron roofs of railway stations and manufactories are often subjected to similar or more dangerous influences. - *The Chicago Journal of Commerce*.

General Notes.

REPORTS from Louisiana shows that the rice crops will be the largest ever gathered in that state.

A CIRCULAR has been issued by the City and District Savings Bank, Montreal, to its depositors, stating that from 30th ult. no interest will be allowed any depositor on any amount over \$4,000. This is "in consequence of an unprecedentedly large amount now on deposit in this bank, and the difficulty of loaning the same on proper security." The *Star* has it that the Bank of Montreal proposes to do likewise, making the limit of deposit \$3,000.

THE finest wooden ship ever built in the Dominion, the *Earl Burgess*, classed A1, 15 years, 1,825 tons, was on the 11th inst. successfully launched from the Kingsport yard (twelve miles from Kentville, N.S.) The *Earl Burgess* was built by Mr. C. R. Burgess, principal owner, at a cost of about \$75,000. In her construction 300 M feet of hard pine, 30 M locust treenails and galvanized fastenings throughout have been used, and this, with the thorough workmanship, accounts for her exceptionally high class.

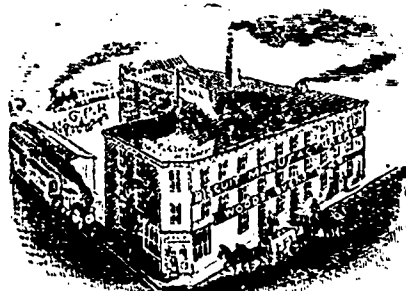
POSTAGE STAMPS were first used in the United States in 1847, that is, the government did not adopt them until that year, although stamps had been used in New York and some of the other States in 1845. This idea came from Europe, where stamps came into use in England in 1838, although it is said that a post-paid envelope was in common use in Paris in the year 1833. The first postage-stamp used in Germany was in 1849. Austria took them up in 1850. Russia used postage envelopes as early as 1845, and took up the adhesive stamps in 1856. France adopted the postage-stamp in 1848. The South American states took them up in 1858.

THE *Boston Boot and Shoe Recorder* says: While the buyers still show a cautious spirit it is evident that they want more goods, and the orders show a substantial increase. Buyers from the southwestern sections are encouraged by the certainty of abundant harvest returns in grain and cotton, and also in the excellent condition of the cattle industry. Old accounts are being settled up, and dealers are filling up their stocks to something like the old amount. Jobbers find that they must make preparations for this extra trade, and are sending duplicate orders accordingly, urging prompt delivery in every case. The only drawback for the manufacturers is that prices are low, and the arbitrary actions of the strikers is interfering with the business causing serious trouble and losses.

The silk industry of Lyons is in a bad way.

Complaint is made of the high price of cotton yarn, now largely used in making the mixed fabrics that have almost superseded the pure Lyons silks that brought the district its renown. But the real cause of the trouble lies in the inability of the old handloom weavers to compete with modern machinery. The great silk houses of Lyons are but intermediaries between the producer and purchaser. They received orders for silk to be woven by hand at the homes of the operatives on mutually agreed on rates, and though the weavers are paid what would be considered but a pittance by less skilled workmen in other lands, the inevitable result seems the ruin of the trade. According to mail advices half the workers are dependent on charity, the contractor being unable to pay even the miserable wages demanded.

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