BY GERARD KREPPY.

Savages, Fossil and Recent.

Since the discovery of the fossil remains of man in the Caves Bruniquel, in the south of France, other evidences of the great age of our race have come to hand. One of the most important is the finding of many fossil human bones, of weapons and implements, and even works of art (sketches scratched on ivory or deer-horns), at the Vézère, a tributary of the Dordogne, in the departement of that name. M. Paul Broca, in an able address to the French Association for the Advancement of Science, at the session held at Bordeaux, told his audience that this fossil population dates back to a startling antiquity, that their name has been forgotten, that no historian mentioned them, and that not a vestige of these people had been discovered until the last eight years. And yet M. Broca thinks they are better known now than certain nations celebrated in classical history because they have left their own bones, fragments of their meals, productions of their industry, and proofs of their great artistic ability (the rough sketches just of their great artistic ability (the rough sketches just mentioned) in caves where they passed their life. The savans who investigated these discoveries were Mr. Christy, the Marquis de Vibraye, M. Falconer, M. Louis Larret (the founder of human palæontology) and M. Elie Massenal—all men whose names carry weight, and who are proof against imposition. In his attempt to explain the very great antiquity of these remains the lecturer mentions that their age can neither be lecturer mentions that their age can neither be measured by years, by conturies, nor by thousands of years—in fact that it cannot be expressed in numbers. I quote the words of the talented translator of M. Broca's lecture as follsws:—"The end of the tertuary epoch had been signalised by a remarkable phenomenon, of which the cause is not yet perfectly known. The northern hemisphere had gradually become colder, immense blocks of ice descending from the sides of the mountains into the valleys and plains, had covered a considerable portion of Europe, Asia, and North America; and the temperature of the south of France till then torrid had by degrees become frigid. The duration of this cold period, called the glacial period, was excessively long. After having obtained their farthest limits the glaciers retired considerably, then advanced again, but without regaining their former lecturer mentions that their age can neither be farthest limits the glaciers retired considerably, then advanced again, but without regaining their former position. This was the last phase of the tertiary epoch. The glacial period was nearly at an end. A gradual modification of temperature caused the melting of the ice, and the quaternary epoch commenced."* It has been proved by M. Boucher de Perthes, that the mest ancient beds of the quaternary epoch contain vestiges of human industry in the shape of bone and stone weapons, and the name of stone-age has consequently been given to the period previous to the time when been given to the period previous to the time when the art of fashioning metal tools was invented. The peculiar unpolished stone weapons of this period resemble the lance heads manufactured to this

day by some North Australian tribes, and the time during which these unpolished weapons were in use has been distinguished by Sir John Lubbock as the

Palwolithic period.

Sir Charles Lyell holds it far from startling that Sir Charles Lyell holds it far from startling that 200,000 years must be reckoned back before we reach the period of the greatest cold when the excess of winter days over summer days amounted to 27.7. Sir Charles attributes this great cold to the earth wintering in aphelion, and to an excessive and abnormal accumulation of land round the poles, caused by the upheaval of the land in those parts (where it is now decreased), and by the lands paw switting round the the upheaval of the land in those parts (where it is now depressed), and by the land now existing round the equator being depressed at that period. Without a gulf stream or equatorial currents, without reservoirs of heat such as Africa and South America now represent, and with a sort of "Greenland" in the centre of Europe, the climate of the glacial epoch may be imagined; and yet human beings lived in those days who had not only fashioned their rude stone weapons, but ornamented them occasionally with rough but correct drawings of the mastedon. stone weapons, but ornamented them occasionally with rough but correct drawings of the mastodon, the reindeer, and the horse. These same primitive men attacked successfully the mastodon, the cave lion, and the cave hyena. M. Broca thinks that such animals had become rare already, and that his venerable countrymen did not belong to the "mammoth age" proper, but to the intermediate period which preceded what is known as the reindeer age, to the end of which their existence has been traced. to the end of which their existence has been traced. To explain the remote period at which these people lived, M. Broca mentions that the mouth of the cave, lived, M. Broca mentions that the mouth of the cave, once on a level with the river, is now twenty-seven yards above the lowest watermark. This depression of the bed of the Vézère must have taken a very long time to be produced, because in the hundreds of centuries comprising the modern epoch it has made very little progress. Some of the caves were really habitable, others were simply shelters under the rocks, which would probably not differ much from the favourite roosting places in similar situations on our own rocky river banks and inlets. The Australian aborigines are generally considered to be the most primitive of living races, and many of our older colonists will perhaps remember similar shelter rocks about Middle Harbour, near Long Bay and Little Bay, and on the Lane Cove and Hawkesbury Rivers; even on and on the Lane Cove and Hawkesbury Rivers; even on now cultivated shores of l'ort Jackson of these stations still existed a few years ago, though they have, no doubt, all disappeared by this time. In several of these localities I have collected the oldfashioned tomahawks, and the bits of sharpened bone used as barbs to their fishing spears, and now and then found the charred remains of small cakes, though these must have been made of flour, and are a that the natives had already intercourse with the white man.

the white man.

M. Broca divides the quaternary epoch according to the weapons found into three ages. 1st. The mammoth age: hatchets carved or fashioned on both sides. 2nd. The intermediate age. Hatchets or (as I should call them) spear heads with a plain side, cut with one stroke; the other side bevelled off leaving a higher central ridge. 3rd. The reindeerage distinguished by lozenge-shaped lance points. During this period the art of cutting flint was perfected, the pointed or sharpedged weapons became less massive, and the sides more regular and ayummetrical were touched up by fine regular and symmetrical were touched up by fine little strokes towards the edges. The 4th or modern epoch, beginning at the end of the reindeer age, is dis-tinguished by polished hatchets, and has been named the neolithic period. ular and symmetrical were touched up by fine le strokes towards the edges. The 4th or modern

Cemparing the weapons of our savages with these descriptions of the learned Frenchman we must acknowledge that he has hit the proper distinction to

a point.

The West Australian savages, with scarcely any covering except a cape of wallaby skin, without possum rugs, and with the roughest lump of granite embedded in grass-wee gum for a hatchet, correspond to the savages of the mammoth period.

The more advanced river tribes of the Murray Valley, and even those inhabiting the coast of New

e " Nature," February, 1873, p. 305.

South Wales, with rough hatchets, the edges of which alone are ground or polished, who carve in stone where there is stone, or trace hunting scenes on blackened sheets of bark where stone is absent, corres-

blackened sheets of bark where stone is absent, correspond to the intermediate age.

The northern blacks, who use bows and arrows, or, more confectly speaking, the Papuans of New Guinea, with their polished hatchets of nephrite, and with attempts at cultivation; also the New Zealanders, with clubs made out of sperm whale jaws, correspond both to the third or reindeer age. It would perhaps be more correct to allow the most incibil perhaps be more correct to allow the most intelligent of all savages, the New Zealanders, to rep gent of all savages, the New Zealanders, to represent the fourth or modern epoch, distinguished by highly polished hatchets and other improvements. But there is more in this comparison than is at first apparent, because the West Australians, of the interior at least, do not fish much— at all events they do not fish with nets, like our sea coast and river tribes; and in this respect they correspond again to the man of the mannet. they correspond again to the men of the mammoth age, who, M. Broca concludes, did not fish, because traces of fish bones have not been found in the earlier settlements. The oldest clan of the Vézère savages settlements. The oldest clan of the Vézère savages were quite uncivilized; they did not fashion bones or horn, they only worked in stone, and all their flints were very rough; they fought with the mammoth and cave lion; but their principal food was the horse, after that the surochs, and last the reindeer. The intermediate people before the reindeer age, hunted already smaller game with lighter spears, but they were still ignorant of fishing.

The reindeer had in the meantime considerably multiplied, as the remains of this animal found in great quantity sufficiently prove. The name of rein-

multiplied, as the remains of this animal found in great quantity sufficiently prove. The name of reindeer age was therefore given to this epoch, which is distinguished by innumerable flints of elegant form and workmanship, by well fashioned deer horns, representing many tools and weapons, and by the first barbed spears. The man of this period began to catch fish with spears, I believe. The next following, or modern age, is distinguished by polished hatchets with holes for handles, and thus closes the stone period.

hatchets with holes for handles, and thus closes the stone period.

What appears most strange is, that these earlier savages, which reach to the reindeer age, disappeared in a very sudden manner, without leaving a trace in the traditions of man, and that with them vanished all

the arts of ornamenting stone or ivory.

M. Broca thinks that these peaceable reindeerhunters, with their light weapons, could not resist the invasion of some "barbarians" with polished hatchets, and that their civilization succumbed at the first shock when superiorly-armed, and perhaps better disciplined, men had overrun their peaceful

Perhaps the invaders were after all the "superior race," because the polished hatchet has been held up as proof positive of superiority, and the manner in which some of the skulls with which M. Broca's paper is illustrated, are hacked about, is further proof that these men had their little differences, and were in the habit of splitting their respective heads, like modern savages. M. D'Albertis has kindly permitted me to photograph some of the skulls which he recently brought from New Guinea, several of which are almost identical (in their fractures) with the skulls of Vézères. In fact it is difficult to imagine how such clean-looking cuts could have been made with stone weapons. I have before attempted to trace a similarity between these early savages and our modern Australians by comparing the West Coast men to the mammoth hunters, the fishing and coast tribes to the intermediate people, Perhaps the invaders were after all the "superior the West Coast men to the mammoth hunters, the fishing and coast tribes to the intermediate people, and the reindeer hunters to the New Guinea men. I will now suppose that Captain Cook had not discovered this part of Australia a hundred years ago, that New Zealand had been nearer to us, or that some of her tattooed warriors with clubs and polished hatchets had reached Port Jackson in superior canoes a thousand years before Cook, and the result would have been wonderfully different. The intelligent New Zealanders would have made short work with our gentle sayages. would have made short work with our gentle savages. They would no doubt have improved in the ar's rapidly in a country like Australia, and they would rapidly in a country like Austrana, and they would have given future invaders more trouble than they gave them in their limited islands, though even there they proved hard to conquer.

M. Broca tells us that the men of the reindeer age

Al. Broca tells us that the men of the reindeer age cultivated drawing, chiseling, and sculpture, and that drawing with these people evidently preceded sculpture; their engravings are chiefly on pieces of stone, on ivory, or deer-horn. There is one point on which I differ from M. Broca.

I do not think that the scratching of familiar animals on such materials, though often artistic, is a proof of much civilization; and I believe that the severe lines and whorls of the bold New Zealanders, severe lines and whorls of the bold New Zealanders, their grotesque carvings of faces—nay, their very tattooing, is far superior to such efforts, excellent as they may appear to artists. The truth is, a certain carving on a piece of ivory of a mammoth is very much doubted by some readers of Nature. These gentlemen do not believe that savages are able to produce such things, but there is proof sufficient to the contrary before our very doors. I remember carvings of whales, men, birds, and fishes, within rifle-shot of the Museum, on some of the rocks near Woolloomooloo Bay, and I believe there are many still preserved within Sir Daniel Cooper's domain, Point Piper. I have often, when hunting with our natives, watched them blacken a piece of bark on a rainy day and trace all! kinds of hunting scenes thereon. I have asked a darkie to draw a kangaroo's hind foot, and never detected him make as many mistakes as professional artists do in depicting many mistakes as professional artists do in depicting that to them "great natural-history puzzle." No Australian blackfellow used to that kind of thing would draw "impossible kangaroos;" and I am ready, low savages as many of them are, to back them against the best artist of the Vézère. Let any person examine the really wonderful paintings (in their way) discovered by Sic Govern Gayan Tyran Western Augustic the really wonderful paintings (in their way) dis-covered by Sir George Gray in Western Australia; and reproduced in that famous traveller's book.* Let him examine the rocks around some harbour well-stocked with fish, where the traces of these black men still remain, and he will no longer wonder at their ability, and cease to doubt the artistic power of a kindred race which once inhabited the South of

If I call the Troglodytes of the Vézère kindred to our blackfellows. I do so because they belong to the same longheaded Australian type, whose skulls possess similar strongly-marked superciliary ridges, and with whom every man is always his own surgeon. I allude to the horrible cuts and fractures which many of our Museum skulls show; in some the brain must have been touched, and still the owners recovered, though the holes never completely closed. The rough though the holes never completely closed. The rough manner in which fractured limbs are repaired, and other dreadful injuries healed, shows that our natives can stand as much ill-usage as ever the Vézere people experienced in their time.

(To be continued.)

Journals of two Expeditions, &c., vol. 1 , pp. 202 and 214.

A FIRRER STRUGGER.—Disease is ever preying upon man, from the cradle to the grave; more than one-half of the human family have to contest inch by inch the progress of some aliment. What a boon them must Bristori. Sansaraminta and Prits be; they purge out all poisonous matter, they purify the blood and humonrs, they give tone and power to the whole system, and humonrs the body to throw off disease that would otherwise have hurried it to the grave.—Abv,

The Tourist.

FROM BOMBALA TO THE COAST

[From the Herald's Correspondent.]

My last correspondence closed in that substantial town Bombala, where I enjoyed a few days of fine bracing clear weather. My frame badly required the invigorating suns' rays. I had been for three weeks a victim to perpetual rain and stiffening frosts—weather that would make even a Mark Tapley dissatisfied, so provocative was it of rheumatism and teeth chattering. With spirits light and a receipted hotel bill I headed my steed to the east and made towards the coast. My delicate allusion to an hotel bill might be by many of the Hevald's readers misunderstood. Some might fancy the bill an exceptional one, or perhaps an idle boast on the part of the writer; in reality, it is neither one or the other. The mention of the bill is simply intended as a hint conveying information to the effect that [From the Herald's Correspondent.] intended as a hint conveying information to the effect that all travellers take not to themselves the character of sun-downers.

all travellers take too.

downers.

To colonial readers the term "sundowner" must be
To colonial readers the word does not put in an appearance downers.

To colonial readers the term "sundowner" must be familiar, although the word does not put in an appearance in Johnson or Webster; it was first applied, if I mistake not, to men of a lazy, losfing tramp disposition, who were in the habit of appearing at a station just as old Sol disappeared from the horizon. The sundowner is not always moleskin clad; there are many other kinds of sundowner gentlemen of the dine-out or travel-cheap persuasion, who now and then trespass on the hospitality of the squatter or the selector—gentlemen of the Paul Pry stamp, who, although travelling ostensibly for the benefit of themselves or their employers, will avoid hotels, and pop into the most comfortable manison on their way, and "hope they don't intrude." The squatters of Manaro are hospitable, kind-hearted, and generous: it is to be hoped those good dispositions will be but seldom strained by the wiles of cheap travellers. Eight miles from Bombala to the village of Catheart, better known as the "Dragon," over a good undulating pastoral country by a miserable black soil road.

The Dragon takes its name from an old inn, a favourite resting appt which teamsters used to, and do at present, much patronise. A creek flows a short distance from the hostelric through flats most verdant, and in wet weather most boggy. From Catheart to the mountain's edge, where a descent has to be made to the coast is a distance of five miles. The flats when I rode sver them were in a fearful state, and the passing teams had to plough through them, the drays being in many parts of the road down to their bads. To frive horses and bullocks over such a road is little short of cruelty to animals, the only excuse for it is that supplies must be

in many parts of the road down to their bads. To Irive horses and bullocks over such a road is little short of cruelty to animals, the only excuse for it is that supplies must be obtained and poor teamsters live. A poor living indeed falls to the lot of the Manaro carrier, only £4 per ton for carriage from the coast to Bombala, not more than £8 up to Kiandra—"poor rates" to work at over such rough roads. Close to the mountain edge a road to the left leads to the route known as the "Big Jack."

Both roads lead down to the coast, and opinions as to the merits of them have been freely exchanged for many months; in fact, it might be written that a battle has raged between the two celebrities since the late Parliamentary vote of £10,000 for a road from the coast to Manaro has

months; in fact, it might be written that a battle has raged between the two celebrities since the late Parliamentary vote of £10,000 for a road from the coast to Manaro has been passed. The disputants are the inhabitants of the Bega or the coast district. Not one of them denies the fact, that a road to Manaro is badly wanted; the great point of discussion is where, and by what track, the road should be taken. On the one side, the southern one, there lies the port of Eden; to it the "Big Jack" road is the most direct, being a few miles shorter than the Tantawanglo, but serious obstacles in the shape of river crossings present themselves along its course. I rode down the mountain along this road, a distance from Bombala of about 57 miles. I might be wrong in the number of river and creek crossings when I state them to amount to about twenty. The fact is, there were so many that I lost my correct count; nasty stormy fords many of them proved to be. To avoid them, or to reduce their number, a new line would have to be laid out, and some heavy mountain cutting performed. I can only write of the Big Jack Road as I found it, from the mountain's top down to the flat at Panbula. Commencing to descend the range a splendid view of mountain scenery presents itself to the traveller, valley after valley, surmounted by misty hazes of blue, with indistinct traces of silvery creeks flowing along their deepest recesses. Down spurs and around cuttings the road winds its way, ever tending downward for miles; some describe the hill as one of three miles; by the track in reality fully double that distance has to be traversed before a level country is reached. Four miles from the mountain's base, a few selections are reached, and a deserted inn, at a place apity named Rocky Hall.

Ten miles on, a few more settlers may be found at and around the village of Wyndham; there at one of the inns

aptry named Rocky Mati.

Ten miles on, a few more settlers may be found at and around the village of Wyndham; there at one of the inns I found a shelter for the night. The settlements along the around the village of Wyndham; there at one of the inns. I found a shelter for the night. The settlements along the road are few, and their proprietors from all appearances far from prosperous. Seven miles on from the summit of a monntain plateau the broad Pacific presents itself calm and placid, Twofold Bay and Eden appearing quite close—yet many a weary mile has to be travelled ere the haven of the Southern coast is reached. Eight miles by a mountain road to Panbula, or rather to the right of its flats, for the road to Eden skirts them, avoiding the river and its sundry banks. Around M'Phec's Hotel by a turn to the right, the track to Eden is under foot; by traversing it a distance of twelve miles that fair township is reached. Upon this dozen miles of road the sum of £300 has been lately expended under the supervision of a road trust. The gentiemen connected with it deserve high praise for accomplishing so much with a small sum.

To enter upon the subject of roads and road trusts, and the many remarks a traveller hears concerning them, would require far too great a space, and after an extensive article on the trusts in question, it might happen that readers would remain with divided opinions, and "things would just go on as they were." The appointment of storekeepers, publicans, and other business people, directly brought into collision with the working road contractor, is not judicious, for, be they ever so good, the gentlemen in trust are open to suspicion. For instance, "John Jones is a road contractor, and John may have an account with the storekeeper, perhaps deep in the store-books; John gets the contract;" and it may be inagined what Smith, Brown, and Robinson, rival tenderers to Jones, say.

The trust road from Panbula to Eden skirts the coast. Along it the telegraph line extends.

The trust road from Panbula to Eden skirts the coast.

Along it the telegraph line extends. From a hill three miles north of Eden the town may be seen, and at a distance assumes a far more flourishing condition than actual

Along it the telegraph line extends. From a hill three miles north of Eden the town may be seen, and at a distance assumes a far more flourishing condition than actual close examination discloses. Eden, situated on the shores of Twofold Bay, is the first of all havens on the coast south of Sydney—a secure harbour of refuge in all winds or weathers; a port of safe anchorage, and good depth for landing. Eden faces the Pacific with the north bay; to its left front, the south, known as Snug Cove, on the right. The arm of land which divides the two expansive sheets of water forms an excellent natural breakwater; on its eastern point the Twofold Bay light is placed. Around this arm, well sheltered, the landing pier about ten years back was constructed; the woodwork, piles, &c., now commence to display signs of decay.

At present this pier or jetty is in a dangerous condition, unsafe for the passage of human beings or live stock; a few hundreds would, if well expended, rescue the concern from an untimely collapse. Steamers call regularly to land goods and take in cargo—the I. S. N. Company, Melbourne coal boats, and the City of Hobart (s.); the latter vessel for many months in the year calls fortnightly and ships fat cattle for Tasmania. Close to the pier stands the I. S. N. Company's goods shed, and a few yards from that the Custem House and residence of Mr. Keon, the Police Magistrate and Customs surveyor. Visitors landing at Eden cannot fail to be impressed with Eden's beauty and I am sorry to write Eden's dulness, for directly opposite the pier many deserted business places, relies of the busy times when Kiandra was a rush, put in an appearance, to remind one that Eden was at that period far in advance of its present position.

Opposite the wharf, across Sung Cove to the S.W., Boyd Town may be seen, with the casile-like residence of Mr. Flavelle, once the property of that well-remembered pioncer, Mr. Boyd. On the southern shore of the bay the whaling stations may be observed, with a look-out turret on the point, w

few chases were made, yet no killing was done. Whaling on the coast is not near as profitable as it was in years gone by. Old whalers say "the presence of steamers is the ruin of their coalling."

by. Old whalers say "the presence of steamers is the ruin of their calling."

I also heard talk of a new industry for Eden in the shape of a meat-preserving company. Melbourne men have undertaken the project: it is to be hoped their efforts to raise sufficient capital for the venture, will be crowned. with success.

with success.

Strolling up from the wharf the first place of interest is the Telegraph station, in charge of Mr. Kebbie; the post-office is consected with this establishment. The Courthouse comes next in view, a very fair building with a snug interior. Still keeping on along the main street, a dry and clean thoroughfare, the hotels (2) and stores are passed; on the left the only church (a Presbyterian one), a pretty edifice standing on a good site. To the right, at the northern end of the town, the Public school may be seen, a brick building which requires renovation badly. Mr. Bateson has the charge; the attendance of children may be stated as between 40 and 50.

The population of Eden and the districts surrounding, by last census, appears as 665 males, 547 females—rather at thin sprinkling over such an extent of country. The soil

The population of Education and the districts surrounding, by last census, appears as 655 males, 547 females—rather a thin sprinkling over such an extent of country. The soil around the township is not of a good nature, being rather sandy; therefore but few spots are in the hands of the agriculturist. Eden may, therefore, be considered a seaport town, dependent on the traffic to and from its shipping. sgriculturist. Eden may, therefore, be considered a seaport town, dependent on the traffic to and from its shipping.

Were it not for the existence of so many small ports in its
vicinity—Merinbula, Tathra, and Bermague for instance—
the inhabitants of Eden would be highly prosperous, as it
is the business is so divided that no place is benefited, or
no town on the coast important. In fine weather, with
certain winds, all the small ports are available for light
draught vessels. Twofold Bay is always safe, but still the
people along the coast naturally land their goods at the
nearest places, in order that land carriage may be saved.

To return to the subject of the difference between the
Big Jack and Tantawanglo roads, in reality it is a battle
between Eden and the small ports. The Edenites consider
justly their port to be the best and nearest to Manaro, and
as the Big Jack would secure them nearly all the Manaro
troffic, therefore for that route they vote to a man. From
the arguments I heard at Eden, I confess that I became

as the Big Jack would secure them nearly all the Manaro troffic, therefore for that route they vote to a man. From the arguments I heard at Eden, I confess that I became impressed with the idea that the Tantawangle votaries had not a leg to stand on; but after visiting Bega, Candele, Merimbula, and other places on the Tantawangle side, the impression gradually faded away, and I now feel puzzled. My case is not a singular one, for if I mistake not Mr. Bennett, the Roads Commissioner, was after his visit in a similar position. That gentleman wisely ordered a survey of both lines, and as the survey is in progress by skilful officers, no doubt the best route will be arrived at.

From Eden my course was north, past Panbula, a vil-

officers, no doubt the best route will be arrived at.

From Eden my course was north, past Panbula, a village twelve miles from the former town. Panbula Flat was at one time a fine agricultural one, and the village a few years ago a prosperous, bustling place; unfortunately, floods came, and at present the farms are mere sand-banks, the village a wreck, although a pretty Public school and two churches of a good class may be admired in the place. Panbula's population, as last given by census, is 293. The site of the principal buildings is not a bad one, on the slope of a hill. I can only refer to the place as one of the dullest I have met on the southern coast. My next correspondence will treat of Merimbula and the Bega district.

A TRIP UP THE SOUTHERN COAST.

MERIMBULA, WOLUMLA, CANDELO, AND BEGA.

A TRIP UP THE SOUTHERN COAST.

Merimeula, Wolumla, Candelo, and Bega.

To a tourist no prospect is more cheering than that of fine weather. During this last fortnight I have experienced a succession of sunny days—days that, spite the promise of that well known old song, I despaired for many weeks of ever experiencing. Blessed with such weather, my trip up the coast proved a most enjoyable sue. True, the roads were bad and the rivers dangerous; yet, being only mounted, I met but few difficulties. For the information of others, I feel bound to add that I cannot recommend the coast roads to buggy travellers.

A glance at the map will detect Panbula lying quite close to the port of Merimbula, the places being separated by the small sheet of water known as Merimbula Harbour, or more properly by a chain of shallow lagoons.

From Panbula two roads to Merimbula are at the choice of the traveller, one to the left or N.W., around the water a distance of nine miles; the other due north along the coast and across the mouth of the bay a short out of only four miles. Accompanied by and under the guidance of Mr. Bundock, the road superintendent, who was on a professional tour, I took the near road (a sandy, sloppy one it proved), and in less than an hour our two horses were enjoying an involuntary bath, swimming after the ferry boat from South to North Merimbula, a sea trip of about 300 yards. Merimbula is a private township, established on property known as the Manning Estate, its appearance is far from preposeessing, and were it not for the solid range of high buildings occupied by Munn's Maizena Works, which show a bold front on the north side of the bay, the place night be deemed insignificant.

On the south and north banks the sheds of the Illawarra Steam Navigation Co. stand. The John Penn (s.) makes weekly trips, landing cargo at the wharf—a fine substantial one on the north; the goods find good shelter, for the sheds are commodious and well-arranged. Mr. Page acts as agent for the company—an office which requires zeal

trade.

It would be a serious omission on the part of a visitor to Merimbula to neglect inspecting Munn's Maizena Works, where one of the most praiseworthy of our colonial industries is carried out in a style which reflects credit on its workers and projectors. Imbud with this idea I made it my business to call at the works and seek out the manager, Mr. Munn, junior—that gentleman's father, I was sorry to hear, at present is incepacitated by disease from attention to the duties of superintendence. The buildings face the bay a short distance from the I. S. N. Company's Wharf, a long irregular structure of stone; in the front the entrance long irregular structure of stone; in the front the entrance is made through the office where the postal and telegraphic

Accompanied by the manager, I had a peep at the engine-room, where an old-fashioned beam-engine of 20-horse-power does service. Close to is the mill of three stories, with three pair of stones grinding the mazze in a wet state, a stream of water being led on to each set.

a stream of water being led on to each set.

Before introducing the corn to pulverization, it is soaked and thoroughly cleansed in a large vat, the greatest care being observed that nothing but sound maize, clean and of good quality, is used in the process. The grinding takes place on an upper floor; by that means a fall is secured to the ground flat in the next building, where by shoots (3) the powdered maize is washed down into runs about 50 feet long. Those shoots may be described as long troughs, 3 feet wide and 15 inches deep, placed at a slight slope above the vats on the door. In passing down the runs, the altumen sinks, and the gluten being the lighter floats away, the latter is conveyed to a separate vat, drained and dug the latter is conveyed to a separate vat, drained and dug out. It proves useful for pig or cattle feed. The whitish residue in the runs is then transferred to large vate, where-by revolving agitators, it is washed, skimmed, and thoroughly cleansed.

The vate are immense concerns capable of taking several thousand gallens albuminous matter. Each day in turn these monster vessels are emptied by allowing the water to flow off in the first place, and digging out the sediment or corn flour in the second. Next comes the process known as straining by cloths, placed in small troughs, then drying in a large room heated to a temperature of about 90 by hot air pipes, after this process the flour takes the appearance of household starch, white and quite tasteless. From the drying room the contents of the screens is passed through a small mill, where it undergoes a second grinding coming where the corn is weighed, placed in packages and cased, out a fine impalpable powder. Close to is the packing-room, the latter branch is entirely carried out by one woman and seven girls, who wear their hair of necessity in powder, and toil away for eight hours each working day.

It is a pleasing sight to witness the celerity which fix exercised by those children in the performance of the tyarious dates. The paper is of Melbourne manufacture, of The vats are immense concerns capable of taking several

BY GERARD KREFFT.

Savages, Fossil and Recent.

THE remaining remarks of M. Brocas' paper on the Cave inhabitants or Troglodytes of the Vésère are relative to the different structure of their limbs. The skulls belong to the long-headed type, and resemble those of our own black brethren in this country. Some of the bones of the extremities, however, appear, in the lecturer's opinion, to approach those of the gorilla, and figures of a few much-iractured ones are given on a small scale-too small to enable one to form an opinion, because the limbs of people living under conditions like the Vésère men would naturally differ from the bones of modern savages, who have a less rigorous climate to contend with. Some keen observer of ancient races pointed out long ago that all hardy people who constantly battle with the elements, as the men of the glacial period did and as the Requimaux and Fuegians do now—that all these races possess rather short but thick and strong leg-bones; so that M. Brocas' conclu-By Sions can only be taken for what they are worth.

By the Sir Walter Scott once prided himself on certain

Celtic countrymen of the long-armed Highland breed Celtic countrymen of the long-armed Highland breed wielding swords of large size, quite unconscious at the moment that these long-armed races are nearer to "their remote semi-human grandfather" than the short-armed and rounded-headed Saxons. Carl Vogt, the distinguished Swiss naturalist, who has paid more attention to extinct humanity than most observers now living, was much puzzled by some heads of the elongate type found among the graves of short-headed Helvetians and Romans, and he has traced these long skulls back to their proper owners, who appear to have been missionaries from Ireland on a visit to Switzerland, about the year A.D. 760.

who appear to have been missionaries from Ireland on a visit to Switzerland, about the year A.D. 760. However that may be, it is certain that sections of human races who had to suffer much persecution, who were consequently poorly fed and wretchedly clad, and who lived in fear and anguish for a couple of centuries nursing their hatred, and vowing vengeance, that these men have degenerated in a comparatively short time almost to the level of the lowest savages on record. These same people by emigrating to a country which did not molest them, and where they were better fed and clad, improved again, though they remain a troublesome section of the new community, and are the cause of considerable extra expense for police and the cause of considerable extra expense for police and

reformatory establishments.
On the other hand, it has been sufficiently shown, On the other hand, it has been sufficiently shown, in Australia in particular, that the lowest savage is open to improvement under certain conditions. The present race of blacks, those especially who are brought up on stations and treated kindly, show a great amount of intelligence, and have become useful servants to our settlers. Even the half-castes prove by their generally handsome features and light complexion that the lowest of the existing savages are not so very far removed from their white brethren, who once upon a time may have been as black as themselves.

themselves.

Professor Carl Vogt is hard upon us, because, in his opinion, we do not supply the world with all the particulars concerning our half-castes; and it appears to me that he thinks we are still under obligations to Mr. Barrington, our early and self-appointed historian, from whose publications the Professor probably derived his information. Mr. Vogt gets quite angry because he is unable to hunt up statistics concerning the various crosses which in his opinion must exist between the white inhabitants of this country and the blacks. He says we have many names for our own "white crossbreeds," and as women are notoriously scarce in this country, it is only natural to suppose that there should be a fine crop of "mixed

our own "white crossbreeds," and as women are notoriously scarce in this country, it is only natural to suppose that there should be a fine crop of "mixed Australians," about whom the Swiss Professor wants to know a great deal. He considers it a most heinous crime for supposed fathers to allow their supposed children to be brought up anyhow, and he abuses a few roaming bushmen, who have probably no more concern with our half-castes than the Professor himself, because they do not look after them.

It is strange how ignorant some of these "learned" Professors are about things in general and Australians in particular; it often makes me doubtful when I have to quote their elaborate researches, because they appear so much wanting in common sense. If ever there was a country which had the chance of making a great nation, it is Australia. America may be grand, and powerful, and populous, but it is not a true nation, and our cute neighbours would soon die out were it not for the constant influx of foreign races. The best proof of this is that there is not a national army or navy in America, and that very few Americans by birth serve their country except as officers. That the Anglo-Saxon race—I mean the English-speaking peoples—will be the most powerful and the most intelligent of all the races of Man which ever existed, about this, there can be little doubt in the minds of thinking human and the most intelligent of all the races of Man which ever existed, about this, there can be little doubt in the minds of thinking human beings. We have only to look at the statistics of our competitors in the race for supremacy, and the correctness of this statement becomes evident at once. Countries like Russia and Spain, where the people are kept in ignorance, where we see them, as depicted by illustrated papers, assisting in ceremonies which are the best proofs of their spiritual degradation, such countries are of no account in the coming wrestle for the lead of the world. The population of Scandinavia, of France, and Germany is bound to emigrate—the surplus of them, at all events—and these industrious people will find their way to Australia sooner or later, and to them we shall have to look for our future population. What would Spain be at the present day had not the Holy Inquisition drawn the lifeblood of her best sons at the rate of a thousand head per annum for centuries? Would not this unkappy country have produced some superior man by this time to give the poor ignorant mob peace to enjoy their term of life.

To return to our primitive races. The Duke of are the best proofs of their spiritual degradation, such

To return to our primitive races. The Duke of Argyll remarks that the fashioning of an implement for a special purpose is absolutely peculiar to man, and he considers that this forms an immeasurable gulf between him and the brutes but : Sir John Lubbock's suggestion deserves some consideration also. The learned baronet says, "When primeval man first used faint stones for any purpose, he would have accidentally splintered them, and would then have used the sharp fragments. From this step it would be a small one to intentionally break the flints, and not a very wide step to rudely fashion them."

Mr. Darwin thinks that this latter advance may

have taken long ages, if we may judge by the immense interval of time which elapsed before the men of the neolithic period took to grinding and polishing their stone tools. In breaking the flints, as Sir J. Lubbock

"Farewell Australia! You are a rising child, and doubtless some day will reign a great princess in the South; but you are too great and ambitious for affection, yet not great enough for respect. I leave your ahores without sorrow or regret."—

Mr. Darwin on Australia, in 1835. I believe the great observer has changed his opinion as far as the last few sentences go,— G. R. t Darwin's "Descent of Man,"

remarks, sparks would have been emitted, and in grinding them heat would have been evolved, and thus the two usual methods of obtaining fire may have originated. The nature of fire would have been known in the many volcanic regions where lava occasionally flows through forests. In this respect the manners and habits of Australian savages throw light more as observed. the manners and habits of Australian savages throw light upon an obscure subject. The creating of fire by friction as still practised by many of our tribes to this very day is laborious, and only once did I observe the process. My companions had accidentally allowed the orthodox fire-atick (with which they always travel) to go out, and as not a match could be found one "David" set to work to cut holes into the small branch of a soft kind of wood, a quantity of dry grass was loosely put round the stick, and David went at it with a will, twirling a somewhat harder stick between his hands at a most amszing rate till he began to perspire and the dust became red hot; the dry grass soon ignited after being quickly moved about, and a fire was made at the expense of nothing but a little extra energy.

fire was made at the expense of extra energy.

I am indebted to my friend Dr. Creed, of Scone, for one of these original "fire creators" still in use by the natives of the Northern territory, and if I am not mistaken these sticks are applied in a similar manner as described above. Mr. Darwin observed the Tahitians making fire in the identical manner as the Australians do.

Tahitians making fire in the identical manner as the Australians do.

The faculty of language has been always considered as one of the chief distinctions between man and the lower animals. But man, as a highly competent judge, Archbishop Whately remarks,* is not the only animal that can make use of language to express what is passing in his mind, and can understand more or less what is a conversated by articles. tent judge, Archbishop Whately remarks,* is not the only animal that can make use of language to express what is passing in his mind, and can understand more or less what is so expressed by another. We have all heard of the poor old parrot mentioned by Humboldt, the only creature left who could speak the language of some extinct tribe. A cockatoo from the Solomons Islands I once owned, without being taught, imitated many sounds; he would call the fowls or Jack the donkey, or the names of the men about the place; but when in real distress he screamed at the top of his voice for his favourite "Robert!" According to Rengger, the Cobus acare, a monkey of Paragusy, when excited, utters at least six distinct sounds, which cause in other monkeys similar emotions. The movements of the features and gestures of monkeys are understood by us and they partly understand ours, as Rengger and others declare. I had a monkey given to me once by a ship-captain, because the poor little dear would meddle with the paint pots on board, and was in the habit of beautifying the deck of the fine merchantman my friend commanded. I took him home, and tied him close to a shelf of geological specimens, with a lot of bottles on other shelves opposite. A few minutes afterwards there was a general crash, the wretched monkey amusing himself by throwing stones at the glass bottles. He knew that he would get it if I caught him, so he managed to break his collar and escaped. He scampered away across Bell's Paddock, towards St. Mary's, when a large dog gave chase and drove him back, but getting over the fence Joey was surrounded, and died in consequence. This poor little monkey, gentle as a child, constantly pointed to his broken ribs with a face full of pity and thankfulness which I have not forgotten to this day. "Articulate language," as Mr. Darwin correctly remarks, "is, however, peculiar to man; but he uses, in common with the lower animals, inarticulate cries to express his meaning, aided by gestures and the movements of the muscles of the fac other animals, for, as every one knows, parrots can talk: but it is his large power of connecting definite sounds with definite ideas, and this obviously depends on the development of the mental faculties."

(To be continued.)

* Anthropological Review, 1864, p. 158.

THE GOVERNMENT GAZETTE.

Appointments.—Mr. William Morse, to be a Railway Station Master; Mr. Ernest Augustine Lambie Sharpe to be an Assistant Commissioner of Gold-Fields, to be attached to the office of the Commissioner in charge of the Western Gold district.

Western Gold district.

Police Magistrate, Inverell.—An order has been made by his Excellency the Governor and Executive Council, dated 7th July, 1873, empowering Mr. Thomas Betteridge, Police Magistrate at Inverell, to exercise at Inverell, within the police district of Inverell, the special powers authorised to be given to police magistrates by the 2nd clause of the Clerks of Petty Sessions Act of 1857, for a period of two years from the date of the said order in Council.

Divorce Count.—Mr. David Bruce Hutchingen, Pro-

in Council.

DIVORCE COURT.—Mr. David Bruce Hutchinson, Prothenotary and Curator of Intestate Estates, to be Registrar of the Divorce and Matrimonial Causes Court.

ELECTRIC TELEGRAPH DEPARTMENT.—Mr. John M'Innes, to be Station Master and Line Repairer at Balranald; Mr. William M'Nab, to be Station Master at Young, vice Mr. M'Innes; Mr. German T. Harrison, to be Station Master at Urana, vice Mr. M'Nab; Mr. Daniel Ryan Kenane, to be Station Master at Jercelderie; Mr. Henry Thomas Makin, to be Station Master at Kiandra, vice Mr. Kenane; Mr. James R. Holding, to be Line Repairer at Deniliquin.

Volunteer Artillery,—Captain John Hill, of the Volunteer Artillery, has retired on his rank.

Volunteer Artillery, —Captain John Hill, of the Volunteer Artillery, has retired on his rank.

Polling-places, — Hartley: The undermentioned polling-places have been appointed for the electoral district of Hartley, viz.:—The village Reserve, at Bullock Flats, Fish River Creek; Piper's Flat; Kean's Swamp; Postoffice, at Glen Alice, Capertee; One-tree Hill; Bowenfells; Sodwalls; Rydal; and the Village Reserve, at Blackman's Flat, on the Mudgee Road; Oberon; Wallerswang; Crown Ridge, Mudgee Road; Ilford, and Glen Alice.

Acts Assented to By Her Majesty.—The Right Hon, the Secretary of State for the Colonies has intimated that the Queen will not be advised to exercise her power of disallowance in respect of the following Acts, passed by the Legislature of this colony, viz.:—36 Victoria, No. 6, "An Act to appropriate and apply out of the Consolidated Revenue Fund of New South Wales certain sums to make good the Supplies granted for the service of the year 1873, and for the year 1872 and previous years." Private Acts—"An Act io Incorporate the New South Wales Shale and Oil Company (Limited)." "An Act to enable Albert Augustus Dangar and his assigns during his life, and certain other persons after his decease, to grant building and mining leases of certain lands situate near Newcastle, in the colony of New South Wales."

Petry Sessions.—Coorumbung is appointed a place for the Albeite of Courts of Petre Sessions under the Act

the colony of New South Wales."

Petty Sessions.—Coorumbung is appointed a place for the helding of Courts of Petty Sessions, under the Act of the Colonial Legislature 3 William IV. No. 3.

Accepted Tenders.—The undermentioned tenders have been accepted by the Government, viz.:—Mr. W. Reid—Construction of a line of electric telegraph from Bendemeer to Inverell, via Bundarra; Mr. W. Kinnear—Rrection of police station at Grafton; Mr. W. Stoddart—Erection of life-boat shed at Watson's Bay; Mr. W. J. Smith—Repairs to court and watch house at Wingham; Mr. John B. Fitzgerald—Erection of a bridge over Two-mile Creek at Lyndhurst, Carcoar; Mr. W. Webb—Erection of a bridge over Deep Creek, on Road, Bungendore to Boro; Mr. John D. O'Sullivan—Contract 3-B, Road, Cowra to Grenfell; Mr. W. Smith—Contract 1-B, Road, Mount Mayo to Peelwood, Goulburn district; Messra Quinlan and Walker—Supply of furniture for Lands Department.

PUBLIC VEHICLES BY-LAWS.

WE subjoin a copy of the by-laws made by the Metro-We subjoin a copy of the by-isws made by the Metro-politian Transit Commissioners, and confirm d by his Excellency the Governor, with the advice of the Executive Council. They were published on the 18th instant, as a supplement to the Government Gasette, in accordance with the requirements of the Public Vehicles Regulation Act of 1873. It will be seen that the numbers of the by-laws do

It will be seen that the numbers of the by-laws do not run consecutively, and this, we believe, is owing to the fact that the Colonial Secretary (the Hon. Henry Parkes) was unable to sanction some of the sections submitted by the Commissioners, and they have therefore been omitted. We understand that by-law No. 10 was omitted because it contemplated only the sale of a licensed vehicle to a licensed person by the Commissioners; whereas, in soint of feet the owner wight desire to sall it to a point of fact, the owner might desire to sell it to a private individual, who, of course, could not be brought under the provisions of the Act. A deputa-tion of proprietors of public vehicles and other persons waited on the Premier in reference to the persons waited on the Fremier in reference to the proposed by-laws; and we believe that the representations then made were considered of sufficient weight to ensure the rejection of clause 13, which would have empowered the Commissioners to revoke the license of a driver for any two infractions of the by-laws. Clause 18 was intended to prevent a licensed vehicle from being withdrawn from hire for two consecutive days, or for any two days in one week, without leave of the Commissioners; but it made no provision for the withdrawal of vehicles for repairs provision for the withdrawal of vehicles for repairs in case of accidents. Clause 19 was disallowed because it was held to provide that vehicles should only he hired from an appointed stand. Clause 21 was considered too ambiguous, and, as it was thought, considered too ambiguous, and, as it was thought, might operate to prevent a person from selecting any other cab on the stand than that which happened to be first in the rank. Clause 23 provided that the driver or conductor of a vehicle should, when not actually employed on or about his vehicle, or in attending to the horses, "remain and sit on the driving box or step of his vehicle and not elsewhere." This provision would be exceedingly difficult to enforce in the case of boxs: and, if it could be enforced, would operate of boys; and, if it could be enforced, would operate very harshly in inclement weather. Clause 31 was intented to prevent vehicles, other than drags, from being driven at a walking pace, or faster than a trot, and was particularly objected to by the deputation. Clause 33 was objected to on the ground that it would have prevented a passenger from carrying with him any pet animal in his cab. Clause 38 was objected to by the deputation as being impracticable when read in connection with the table. Clause 39 was to regulate the hours of labour, but was disallowed on regulate the hours of labour, but was disallowed on the ground that omnibus people might be left to regulate their own hours of labour. The deputation also argued that it would greatly interfere with the rotatory starting of vehicles provided for in other sections, and under existing circumstances would practically prove a hardship. Clause 42 was intended to regulate the construction of omnibuses, but was not admitted on the ground that it would practically confiscate or render useless nine-tents of the omni-

not admitted on the ground that it would practically confiscate or render useless nine-tenths of the omnibuses now employed. It was held that the provision should have a prospective effect, and that if made applicable at once it would be an undue interference with the rights of property.

The Board of Metropolitan Transit Commissioners, constituted and empowered by the Public Vehicles' Regulation Act of 1873, do, by virtue of the authority vosted in them by the said Act, hereby make and establish the following By-laws for the Regulation of Public Vehicles within the City and Police District of Sydney, and generally for carrying into effect the purposes and provisions of the said Act; and declare that the same shall stand in the place and instead of all by-laws heretofore made are (so far as the said Commissioners can or may) hereby repealed.

Interpretation.

place and instead of all by-laws heretofore in force, which by-laws heretofore made are (so far as the said Commissioners can or may) hereby repealed.

Interpretation.

1. In the construction of these by-laws, unless the context shall otherwise indicate, the following terms, in inverted commas, shall bear the meanings and include the things hereinafter severally assigned or set against them. "Commissioners." The Board of Metropolitan Transit Commissioners. "Registrar "The Registrar appointed by the said Commissioners. "Unspector"—The inspector appointed by the said Commissioners. "Unspector"—The inspector appointed by the said Commissioners. "Vehicle"—shall include all vehicles of any description hereafter defined by this by-law. "Omnibus"—A vehicle used for the purpose of standing or plying for passengers to be carried for hire, at separate fares, in any public street or place, and including the following descriptions:—Vehicles on four wheels, drawn by two or more horse; carriage or vehicle on two wheels, drawn by one horse. "Carriage"—Any vehicle used for the purpose of standing or plying for hire for passengers in any public street or place, and including the following descriptions:—Hackney carriage or vehicle on four wheels, drawn by two horses; cab or vehicle on two wheels, drawn by one horse. "Carriage"—Any vehicle used for the purpose of standing or plying for hire for passengers in any public street or place, for the carriage of goods, chattels, or merchandise, drawn by one or more horses. "Owner"—Every person who alone or in partnership with any other person shall keep any vehicle for which a license shall or may be obtained by or transferred to him under these by-laws. "Driver"—Every person engaged or employed in driving any vehicle. "Conductor"—Every person other than the driver engaged or employed in driving any vehicle. "Conductor"—Every person other than the driver and conductor. "Horse "Horse "Every person carried in or upon any omnibus or carriage other than the driver and conductor. "Horse "Hor

2. No vehicle shall ply for hire until its owner shall have obtained a license for it, nor shall any person act as the driver or conductor of any such vehicle within the city and police district of Sydney unless licensed in the manner hereinafter mentioned. A requisition must be sent for licenses.

A requisition must be sent for licenses.

3. Before any licenses shall be granted to the owner, driver, or conductor of any vehicle, the person requiring such license shall obtain from the registrar, free of charge, a requisition in the form of the schedule hereunto annexed, marked A, or to the like effect, and shall duly fill up and sign the same, and deliver it, with a certificate from two respectable persons, stating that he is of good character, of the required age, and competent for the position under license applied for, to the inspector, at least twenty-four hours before the day for granting licenses by the Commissioners, next following the date of such requisition, as hereinafter provided. Meetings for the granting of licenses shall be held by the Commissioners on Wednesday in each week, at 2 o'clock in the afternoon, or at such other time as they may notify in a daily paper twenty-four hours previously.

No license shall be granted for vehicle in bad condition.

4. No license for any vehicle shall be granted or renewed unless the vehicle, horse, or horses, and harness shall have been examined by the inspector, or other person appointed by the Commissioners, and reported by him, in writing, to be in a fit state to be licensed; and no license shall be granted in respect of any vehicle which, in the opinion of the Commissioners, shall be unafe, in bad repair, or otherwise unfit for the accommodation and conveyance of passengers, or for the conveyance of goods or merchandise.

Form of license. No license shall be granted for vehicle in bad condition,

Porm of Honne Licenses for owners, drivers, or conductors shall be in form provided in schodule B for each such license respec-tively, or to the like effect. Licenses to continue in force until 31st December.

Licenses to continue in force until Jist December.

6. Every license granted under these By-laws shall be under the common seal of the Commissioners, signed by the chairman of the meeting at which such license shall have been granted, and countersigned by the registrar, and shall be in force from the date of such license up to and including the thirty-first day of December then next ensuing, and no such license shall include more than one vehicle: Provided that if, by accident, any vehicle shall become unfit for use, it shall be lawful for the owner thereof, during such reasonable times as it shall be undergoing repair, to use another vehicle as a substitute; but the substitute shall in all respects, except as to a license, be subject to these by-laws in the same manner as if a license had been granted for it, and the owner using it shall be liable for any non-compliance with these by-laws in respect thereof, as if it had been licensed. In order to entitle an owner to the benefit of the above provision, he shall, before using such substitute, give notice of his intention to do so in writing to the inspector, attaing the true cause of his being compelled to use such substitute, and the period during which it will be necessary to do so; and no such substitute shall be used until it shall have been inspected and approved of by the inspector, or for a longer period than fixed by a certificate to be signed by the inspector, and delivered to the owner.

Licenses shall be made out in duplicate by the registrar or his assistant, and numbered in such order as the Commissioners shall from time to time direct.

Fee for licenses.

8. For every such license or annual renewal thereof, there shall be puid to the registrar the several rates set forth in 6. Every license granted under these By-laws shall be oder the common seal of the Commissioners, signed by

8. For every such license or annual renewal thereof, there shall be paid to the registrar the several rates set forth in the schedule hereunto annexed marked C.

Renewal of licenses. Licenses may be renewed at the end of every year by
endorsement under the hand of the registrar: Provided
that the applicant for such renewal shall have been reported
by the inspector as having conducted his business creditably
and satisfactorily.

Who deemed owner. 11. The person or persons in whose name or names a license shall appear on the books of the registrar shall by deemed the owner of the vehicle in respect of which such license shall have been issued.

Change of residence to be notified.

12. Whenever any person, named as the owner or one of the owners, driver, or conductor of a licensed vehicle, shall change his place of abode, he shall, within two days next after any such change, give notice thereof in writing signed by him to the registrar, specifying his new place of abode, and the same shall be endorsed upon the license granted to such owner, driver, or conductor, and entered in the registrar's book.

Driver or conductor not to part with license, &c.

15. Every driver or conductor shall deliver to the owner employing him the duplicate of his license, but he shall not lend or otherwise part with his original license on any pretence whatsoever. No owner of any such vehicle shall unploy an unlicensed person as the driver or conductor thereof or without receiving from such licensed driver or conductor the duplicate of the license held by him, which duplicate the said owner shall hold during the time of such person's employment by him, and on discharging any such person he shall return to him the said duplicate.

Commissioners may order inspection.

Commissioners may order inspection.

16. The Commissioners may, as often as they shall deem it necessary, cause an inspection to be made of all or any licensed vehicles, and of the harness and horse or horses used in drawing the same; and if any such vehicle, horse, or horses, or harness, shall be found by them, in their opinion, unfit for public use, notice, in the form or to the effect contained in the schedule annexed marked E, shall be given to the owner of such vehicle; and if after such notice he shall use or let for hire, or suffer to be used or let for hire, such vehicle, horse, horses, or harness, as the case may be, before the same shall be, in their opinion, in condition fit for public use, the Commissioners may suspend for such time as they may deem proper the license of such vehicle; and in case the owner shall neglect or rofuse to attend with his licensed vehicle, horse, or horses and harness, before the Commissioners when he shall be called upon for that purpose, the Commissioners may suspend the license of such vehicle.

Lamps to be lighted. Commissioners may order inspection.

license of such vehicle.

17. Every licensed vehicle shall be provided with a lamp on each side of the same outside, and the driver of the same when plying for hire between sunset and sunrise shall light and keep such lamps lighted; and the conductor of an omnibus shall also, between the hours of sunset and sunrise, light and keep lighted the lamp inside such omnibus.

Stands in Schedule. 20. The places specified in schedules G and H hereunto annexed are hereby respectively appointed public stands for

Space to be left between every fourth Vehicle. 22. At every fourth vehicle on every stand there shall be left a space of at least eight feet for passengers to pass through.

Taking up or setting down passengers. Taking up or setting down passengers.

24. The driver of any vehicle taking up or setting down passengers at any place of public worship or public amusement, or at any public meeting within the city or police district of Sydney, or who is waiting for any of those purposes, shall obey the direction of the inspector, or other officer of the Commissioners, who may be on duty at such place or places, as to the taking up or setting down, or waiting for any passengers, and as to the order and place in which any vehicle shall stand; and every driver shall perform his duty in a careful and quiet manner, and shall not push into or get out of the line or position fixed for the vehicles, so as to endeavour to arrive at his place of destination before any other vehicle, the driver thereof from its position would have a prior right to take up or set down passengers.

passengers.

Mode of feeding horses.

25. The driver of any licensed vehicle shall place a muzzle upon the head of any vicious horse whilst on the stand; and whilst feeding his horse or horses shall use nosebags to contain the forage, and shall not remove his nosebags to contain the forage, and shall horse's winkers during the time of feeding.

26. No driver of any vehicle shall suffer the same to stand or loiter in any street or alongside any other vehicle in taking up or setting down any person, or wilfully, wrongfully, or foreibly prevent or endeavour to prevent the driver of any other vehicle from taking a fare.

No negligence, &c. No aregingence, &c.

27. No driver or conductor shall, whilst driving, load-ding or unloading, or attending any vehicle, or whitst on any public stand, wilfully or negligently do or cause or suffer to be done, any damage to the person or property of any one, or be guilty of any breach of the peace, misconduct, or misbehaviour, or shall be intoxicated, or make use of any threatening, obscene, blasphemous, abusive, or insulting language, sign, or gesticulation, but shall at all times be sober and careful in the discharge of his duties. No person using a licensed vehicle shall wilfully injure the same or damage the person or property of any person, or be guilty of any breach of the peace, misconduct, or misbehaviour, or shall be intoxicated, or make use of any blasphemous, abusive, or insulting language, sign, or gesticulation.

tion.

Not to stand longer than necessary for loading, &c.

28. No driver shall, except whilst standing on an appointed stand, permit his vehicle, with or without a horse or horses, to stand in any part of the city longer than may be absolutely necessary for loading or unloading, or for taking up or setting down passengers, nor shall he cause any obstruction in any part of the city or police district of Sydney.

Drivers to keep the near side of the road.

Drivers to keep the near side of the road.

29. Every driver of any vehicle shall keep the same on the left or near side of the road, except in case of actual necessity, and shall permit any other vehicle to pass having the right so to do, and when about to stop shall raise his whip straight up, so as to warn the driver of any vehicle that may be behind.

Driver to turn vehicle at a walk, &c. 30. The driver of every vehicle requiring to turn for tha

BY GERAND KREFFT.

Savages, Fessil and Recent.

Prorts have speculated, and of course in vain, on the species have speculated, and of course in vain, on the kind of larguage which the men of the stone age spoke. Sir John Lubbock concludes, from their notehed deer-horn tools, that they were as ignorant of numerals as the Australian blacks, and that, like these, they could probably not count beyond four. Correctly speaking, our aborigines count only one and two; that is, they have names only for these two numbers, but they are able to count up to twenty, and numbers, but they are able to count up to twenty, and even a little beyond, on their hands, beginning with the first finger and repeating ten times two to the last. If "rangul" means two, and "meta" one, and they wish to express styen, it would be rangul, rangul, rangul, meta. The process is slow, but it is not a whit less intelligent than the exceedingly clumsy manner in which the ancestral tree of pedigree cattle is expressed. The black wanted a stick to notch his accounts, and the modern breeder wants the stud book or the Sudney Mail to wanted a stick to notch his accounts, and the modern breeder wants the stud book or the Sydney Mail to explain to a person interested how many g's a famous sire carries before his "dam." I think numerals would simplify the matter. It is Sir George Grey's opnion that the many languages spoken by our tribes are nothing but varieties developed from a single stock, and that the reason why so many words resemble each other in them, or are actually identical, is because synonyms are numerous. I often noticed strange blacks carrying on a conversation cach in his because synonyms are numerous. I often noticed strange blacks carrying on a conversation each in his own tongue, which both understood, but could perhaps net speak fluently. The various languages appear clumsily constructed, so Sir George Grey says, but they must be like the choicest Greek when compared with the no doubt horrible sounds which man's early progenitors first produced in attempting articulation. In whatever light the Australian languages are considered, I think they sound well, and the absence of the letter S is tather an improvement. The words are often very expressive, provement. The words are often very expressive, take for example a little mouse-like marsupial which walks or runs, never jumping like rodents do, and "Trammit" appears a most appropriate name. Another allied animal is called "Mondellundellun," a bandicoot, "Perrikin;" another "moncat," a kapgaroo "Bulleur;" but what can be better than "Yarraman" for a horse, and "Jumbuck" for a sheep. Language, of course, did not come into existence ready-made, it was developed like many other things, and even Max Muller, the great linguist, has pointed out that there is a constant battle for pre-eminence going on between different words and phrases, those expressive and to the point being generally retained. Any ordinary provement. The words are often very expressive. work on geography, history, or natural history of a hundred years ago will prove the correctness of these remarks. There is also a constant interchange of words with other languages, and what appears to words with other languages, and what appears to educated "stay-at-home" people as nothing but a vulgar dialect, is met with elsewhere raised to the dignity of a language with a kind of literature to boot. "Pensylvania Dutch" is such a mixture of vulgar Silesian or Saxon German and Yankee English, pronounced independent of Webster or Walker in the most approved German fashion. The "Hans Breitman Ballads" are another example; the foreign element being the South German dialect. Even in Australia it will be observed that in Australia it will be observed that wherever large numbers of Teutons are settled some kind of interchange of words is constantly going on. The old people cannot and often will not learn the foreign language, and in course of time they forget the foreign language, and in course of time they forget or misapply a good deal of their own. This sort of mixture is only understood by their children; but some of it lives, and in course of time is embodied in the leading tongue. The many Americanisms wafted across the Pacific are another proof of these constant changes. According to Max Miller or Mr. Darwin, a language once dead never comes to life regain just as a species of animal which has become Darwin, a language once dead never comes to life again, just as a species of animal which has become extinct never reappears. It would not be very difficult, though exceedingly cruel, to study the development of language on a couple of children of tender age who, never hearing a word spoken, would probably soon invent a language of their own. The famous case of Caspar Hauser, who at 17 or 18 years of age knew about as many words as a child of two, illus-trates sufficiently that language is not in-spired, but slowly developed. Buckley, the man who forgot his English for a time when living with our who forgot his English for a time when living with our blacks, is another example. Inspired attributes cannot be lost during life-time. I do not believe in the "Claimant," otherwise his peculiar case might have been cited to show how soon a language may be learned and forgotten. A language with a literature once thoroughly understood is never lost again by a healthy person. It may remain dormant for years, but "when the proper chord is struck," the brain gives up the impression formerly received. Articulate language is, no doubt, the great barrier between mankind and the brute creation. Mr. Darwin himself confesses that the difference between the mind of the lowest man and that of the highest animal is immense. lowest man and that of the highest animal is immense.

"An anthropomorphous ape, if he could take a dispassionate view of his own case, would admit that, though he could form an artful plan to plunder a garden, though he could use stones for fighting or for breaking open nuts, yet that the thought of fashioning a stone into a tool was quite beyond his scope. Still less, as he would admit, beyond his scope. Still less, as he would admit, could he follow out a train of metaphysical reasoning, could he follow out a train of metaphysical reasoning, or solve a mathematical problem, or reflect on God, or admire a grand natural scene. Some apes, however, would probably declare that they could and did admire the beauty of the coloured skin and fur of their partners in marriage; they would admit that, though they could make other apes understand by cries some of their perceptions and simpler wants, the notion of expressing definite sounds had never crossed their minds. They might insist that they were ready to aid their fellow-apes of the same troop in many ways, to risk their lives for them, and to take charge of their orphans, but they would be forced to acof their orphans, but they would be forced to ac-knowledge that disinterested love for all living creatures, the most noble attribute of man, was quite beyond their comprehension." After stating that, nevertheless, the difference in mind between man and the higher animals, great as it is, is certainly one "of degree, and not of kind, &c," the author continues:—"At what age does the new-born infant possess the power of abstraction, or become self-conscious and reflect on its own existence? We canconscious and reflect on its own existence? We cannot answer; nor can we answer in regard to the ascending organic scale. The half art and half instinct of language still bears the stamp of its gradual evolution. The ennobling belief in God is not universal with man; and the belief in active spiritual agencies naturally follows from his other mental powers. The moral sense, perhaps, affords the best and highest distinction between man and the lower suipula and the social instincts, the prime principle animals and the social instincts, the prime principle of man's moral constitution, with the aid of active intellectual powers, and the effects of habit, naturally ad to the golden rule, 'As ye would that men should to you, do ye to them likewise; and this lies at

Two of these beautiful sentences are, I regret to say, almost devoid of truth. All men are selfish, some more, some less, and the daily expansion of the

noble profession of the law, the constant litigation and insatiable desire to drive a good bargain or start a grand company at the expense of others, are so a grand company at the expense of others, are so many proofs that men as a rule do not always as they desire to be done by. But after all this is natural, and "so very human," that everybody knows what the saving is worth. The statement that disinterested love for all animals is the noblest attribute of man is, however, a perfect illusion, as I shall presently

Man is decidedly a carnivorous creature, and few man is decidedly a carmivorous creature, and tow people would willingly deprive themselves of their daily meat. The desire for yeal and lamb causes even premature slaughter, and the very proper habit of improving our breeds by careful selection, and the consequent mutilation of numerous males, cannot be considered to mean "disinterested love for all creature." males, cannot be considered to mean "disinterested love for all creatures". There is no secessity to point out our constant cruelty to animals in some shape or another, and I trust that the noble society for the prevention of cruelty to animals will extend their beneficent protection to human beings as well as to pigeons and other birds round our city, hawks excepted. A friend of mine—one of the most kind-hearted of mon—never allows a single animal to be killed on his premises, but he is as fond of roast cooks as most premises, but he is as fond of roast goose as most people, and his hospitable board is always well sup-plied with joints. On the other hand, I am morally certain that he would not kill a thing himself. This gentleman has gone so far as to ask me, years ago, gentieman has gone so far as to ask me, years ago, how I fed a menagerie of reptiles then in my posses-sion? and when I rephed that they were at liberty to devour each other, he appeared very much shocked. Not a single harmless wild animal is safein any coun-

try—Japan excepted—and were not some restrictions put upon the killing of these creatures at all seasons, not many would be left in a short time. The worst deed on record is, perhaps, the manner in which the poor horses were treated after the last war. There can be no objection to shoot them if injured on the battle-field; but to sell the noble steeds after peace had been concluded, to be turned into eab hacks, was too cruel concluded, to be turned into eab hacks, was too cruel altogether. This shabby and mean action was deeply felt by the men; and on several occasions, some of the "choosen people," who deal largely in horses on the Continent, were severely handled because they dared to bid against the poor troopers who, whenever they could muster a few dollars, bought their chargers in.

Let these examples suffice for the present, and let us boldly acknowledge that our selfishness causes us to protect the greater number of God's creatures.

to protect the greater number of God's creatures, they are useful to us, and we are a flesh-eating race, and cannot exist on fruit alone. The apes, and probably our remote ancestors, lived on fruit, but if we tried it again it would not be good for our bedies or our brain. One carriers forther our bedies or our brain. One curious fact has often struck me, and that is the climbing capacity, and the perfect absence of anything like giddiness in our native tribes. To see one of these blacks ascend a straight and stout gum tree, up to the first limb may be 50 cr 60 feet from the ground, to see him walk to the grid of it, belt unright, and then sowet down to the end of it, bolt upright, and then squat down to dislodge an opossum, to watch him come down again, step by step, resting chiefly on his big toe—this is a feat worth the contemplation of our philosophers. Mr. Darwin, who believes in the arboreal habits of

our early progenitors, has pointed out that the missing link should be looked for somewhere in Equatorial Africa. I think, however, that Australia or New Guinea is a far more likely country to find Caliban if ever he will be found.

(To be continued.)

Nove.-For "surrounded" read " wounded" in the last No. of the Sydney Mail

SYDNEY NIGHT REFUGE AND SOUP KITCHEN.

THE tith annual meeting of this institution was held on Wednesday at the Temperance Hall. There was a numerous attendance. The chair was occupied by Sir Alfred Stephen, C.B., C.J.
Mr. N. G. CROCKER, honorary secretary, read the

Mr. N. G. CROCKER, honorary secretary, read the following report:—

Rivers of the Chy Night Refuge and Soup Kitchen for the year er ding 30th June, 1873.

With much pleasure the committee of the Ciry Night Refuge and Soup Kitchen meet the friends and supporters of the institution at the closs of another year.

The work has been of much the same character as that of previous years. The same daily manifestation of want, destitution, and misery—the same sekness, infirmity, and helpleasness. During the year the meals supplied numbered 79,508; to provide these 50 tons of provisions were required, all of which had to be collected. Night shelter was afforded in 25,746 instances. Many came to sleep for a long time, others for only a few nights.

stances. Many came to sleep for a long time, others for only a few nights.

None but those who have been destitute and penniless in a strange-city, among strangers, can have any conception of the relief it is to the mind to have the door of a temporary home open to them, where the necessaries of life are provided, and tacilities afforded, for making a fresh start in life.

No Government institution in Sydney makes this provision. The Hospital receives the sick, and the Asylum the old and infinity but a large number, neither sick nor old, needing help, are glad to accept the assistance which this temporary refuge affords.

affords.

One remarkable circumstance in connection with the working of the institution is, that the number applying for relief never rises above a certain point. During the first year, 189 meals per day (on an average) were given; in the second year, 190 were supplied; in the third year, 205; in the fourth year, 210; and during the fifth, or year now past, the number has been 190.

210; and during the fifth, or year now past, the number has been 190.

These meals have been distributed daily to about 100 individuals; and as all who come are supplied, it may be fairly inferred that this is about the number in the city who are in absolute want. It must be a source of estisfaction to know that such persons are daily releved.

Among the people who come are those who have belonged to almost every grade of society, though the majority belong to the labouring class. The history of many of them is strange and eventful. Some have been the children of Christian parents; a few have been wealthy; several have been educated at either Oxford or Cambridge, the "Blue Coat," or other large schools in the United Kingdom; some have been in business for themselves, and large employers of Jabour; occasionally, one who has been a member of Parlament even, presents himself. Many can speak several larguages, and some have been the attendants upon Royalty. Mistortune, sickness, accident, improvidence, extravagence, or intemperance have reduced them all to the dead level of destitution, and oressing want brings them to the City Night.

vagance, or intemperance have reduced them all to the dead level of destitution, and pressing want brings them to the City Night Reinge and Soup Litchen.

One of the main objects the institution has in view is that of raising and recovering those who come within its influence. For this purpose the manager's time, while in the office, is chiefly spent in affording advice and information to applicants, and in sending them to suitable situations. Every effort is made to induce them to give up their drinking habits, and to become total abstainers.

sending them to situate streament of the mode them to give up their drinking habits, and to become total abstainers.

Of those sent to situations, a large number have been permanently raised to positions of self-dependence and respectability, having kept their places for two or three years. Others who remained for shorter periods have given every satisfaction to their employers; and when it is borne in mind the class of people who have been dealt with, such facts must be very encouraging.

Some are so bopelessly lost by drink and other evils, that it is useless attempting to permanently benefit them.

Scriptural truths have been presented to the minds of the inmates. Week by week the city missionaries have held an evening service in the dining-room, which has been attended by all who chose. Week-day and Sabbath evening services have also been held in the neighbourhood. Many attend these likewise. Some have expressed themselves much benefited by such services, and the committee trust that good has been done in this way.

Nearly all who stay at this institution attend the Sunday morning breakfasts at the Temperance Hall, and listen to the carnest Christian addresses delivered at those meetings; and some who are supplied here with their dinners and suppers, stay at the Francis-street Refuge, where they receive further religious instruction.

By the kindness of friends useful reading has been placed in

By the kindness of friends useful reading has been placed in the bancs of the men from time to time.

With regard to women the numbers applying are few in comparison with the men. Situations are obtained for such as are able and willing to take them. Temperary lodgings are also produced for them when necessary. Many women (with children) in great distress come to the institution, often deserted by their bustands. No effects are spared to place them in positions where they will be able to carn a livelihood.

Many of the cases that present themselves are of the mos complicated character, and require much labour and discrimination to effectually dispose of them. By the kindness of friends useful reading has been placed in

The committee are glad to state that they have secured a fur-

ther lease of the premies for seven years. They had hoped during the piset year to make some alterations and improvements, but the tenure being insecure they did not think it prudent to go so the expense. Their desire is to make the property a freehold, but the committee are to have the inst offer. The place could then be thoroughly adapted to the work required. When they size the committee are to have the first offer. The place could then be thoroughly adapted to the work required. When have accurate to the funds of the institution, have always been set aside as a "Building Fund," and not used in the general expiraces. The amount now to the credit of this fund in the savings Bank is £33\$ 16s. 11d. The committee are very anious to increase this fund in prospect of baying the premises. The amount of money received and spent at this institution appears very small in properition to the work done. The results obtained could not be compassed but for the great assistance readered by the continued contributions of provisions. At the same time every seconomy is used in disbursing the funds and in using everything to the very best advantage. The manager is of en perplexed to know which way to turn to meet the daily demands, but Providence has always opened up a way hicherto, and the committee confidently trust hat in the future there will be no lack.

Every accommodation is provided for washing and cleaning, of

be no mark.

Every accommodation is provided for washing and cleaning, of which the men avail themselves daily.

Every accommodation is provided for washing and cleaning, of which the men avail themselves daily.

All the labour of the institution is performed by the inmates. These not thus employed are required to perform some other work, which, though not very profitable forms a labour test, and is oseful in preventing imposition.

It is an underiable fact that, while the drinking customs prevail, pauperism will exist, and the committee venture to hope that the means adopted for dealing with it at the institut on are the best that are possible under the circumstances. They would take this opportunity of again acknowledging, the obligations they are under to the many friends who have supported them in their efforts during the past year.

take this opportunity of again acknowledging the obligations they are under to the many friends who have supported them in their efforts during the past year.

The list appeaded to this report will show how numerous have been the contributors.

To thank them individually would be impossible. Some have given every day, as butchers and bakers; others once a week, as grocers; others again once a month, as the millers, produce agents, coaland timber merchanta, auctioners, &c.; and some once in three months, as merchants, the Sugar Company, &c. Nearly three tons of damaged biscuits were received from the U. S. war steamer Narraganset, through the kindness of the agents. Though no peruniarly support is afforded by the Government of this institution, yet, through the kind attention of some of the Government officers, several advantages have been received during the year.—A parcel of spare blankets, busins, and other things, were sent frem the Military Stores, through the favour of the Under Sceretary for Finance and Trade: the Government also kindly consented to return the money (£20 less &d) paid in duty upon the blacuits received from the Narraganset steamer.

Materials and contributions of various kinds have been given by others—chemists, printers, stationers, painters, ironmongers, seedemen, saddlers, clothiers, soon makers, &c., &c. A veterianty surgeon and a farrier have seen to the horse, and a coachmaker to the repairs of the cart. Mary societies, schools, and private individuals, have sent provisions and other things. Another class of contributors equally valuable and important are those who have subscribed in money; such contributions have enabled the committee to purchase articles required not otherwise obtainable, and to meet all other exponses incident to the work.

To all who have contributed the committee tender their best

work.

To all who have contributed the committee tender their best thanks, and trust that through the year now entered upon the frierd a of the institution will be equally willing to minister to the wants of the poor and destitute, bringing the blessing of him who is ready to perish upon them, and that the example of Him who went about doing good may be followed, and that God may be g'orlied.

the state of the cases of dis-tress presenting themselves at this institution. tress presenting themselves at this institution.

The honorary treasurer (Mr. W. A. Cooke) read the fol-

lowing balance-sheet:—
To balance June 30, 1872, £13 8s. 2d.; subscriptions during year,
£427 10s.; eash received for work, £6 6s.; total, £437 4s. 2d.
Balance in bank, £11 14s. By salaries, £235 6s. 8d.; rent, £84;
provisions, &c., £68 1s.; lodgings for females, £13 3s.; advertisite, £8 13s.; gas, £13 6s. 6d.; commission collecting country
subscriptions, £5; new eart, £6 10s.; expenses annual meeting,
£1 10s.; balance in City Bank, £21 14s.; total, £437 4s. 2d.
Building Fund: To amount of fund, June, 1872, £319 2s. 1d.;
interest from Savings' Bank, £15 14s. 10d.; total, £331 16s. 11d.
By cash in Savings' Bank Juc 30, 1873, £334 16s. 11d.

Dr. Null, proved,—"That the following be the office

By cash in Savings' Bank Jue 30, 1873, £334 16s. 11d.

Dr. Nelld moved,—"That the following be the office bearers and committee for the ensuing year:—Patron, his Evcellency Sir Hercules Robinson; president, Sir Alfred Stephen, Knight, C.J.; vice-presidents, the Hon. F. M. Darley, the Hon. W., C. Windeyer; chairman of Committee, Mr. D. C. F. Scott, P.M.; treasurer, Mr. F. Parsons; secretary, Mr. N. J. Crocker, committee, Messrs. R. Chadwick, W. A. Cooke, W. J. Foster, J. Fraser, S. Greenhill, G. Myers, W. Pratt, S. Meyer, C. Wilson, W. Chatfield, J. Evans, J. Holland, R. Guy, T. T. Jores, S. H. Lewis, J. Paxton, C. W. Weokes; honorary medical officers, Dr. P. Sydney Jones, Dr. Neild; manager, Mr. H. B. Lee; bankers, the City Bank."

Mr. John Davis seconded the resolution, which was agreed to, and the meeting terminated with a vote of thanks to the chairman.

HOME VISITING AND RELIEF SOCIETY.

The eleventh annual meeting of this society was held on Monday, in the schoolhouse of St. James's, Castlereaghstreet. The attendance was very small. The chair was taken by the Dean of Sydney; and the gentlemen who occupied seats on the platform were the Hon. Sir. W. Manning, M.L.C., Mr. John Frazer, and Mr. Alexander Gordon. The Secretary announced that letters had been received excusing the attendance of Sir Alfred Stephen, C. J. (President of the Society), Mr. E. W. Cameron, Mr. Alfred Roberts, the Rev. W. Beg, M.D., and the Mayor of Sydney, who sent five guineas in lieu of his attendance. The Secretary (Mr. G. F. Wise) read the following report and balance-sheet for the year ending 30th June, 1873:—

"In submitting the eleventh annual report of the Home Visiting and Relief Society, it seems hardly possible to avoid a repetition

"In submitting the eleventh annual report of the Home Visiting and Relief Society, it seems hardly peasible to avoid a repetition of the information contained in previous reports.

"The operations of the society are now so well understood that it is not necessary again to enter into details. Your committee have, however, to notice that there has been a very considerable diminution in the number of persons applying for relief. It appears that while, during the first ten years of the existence of the seciety, the number of applicants has averaged 127 per annum, there have been only 66, during the past year, or about one-half of the usual number. It is therefore evident that a more general prosperity has attended that class of person which has hitherte recuired assistance. Many cases, however, of friendlersness and great poverty continue to come under the notice of your committee, unaffected by any state of general prosperity, and justifying a more liberal scale of relief than the committee have intherito considered themselves authorised to grant. Should the present position of things continue, your committee without in the least departing from a judicious and careful administration of the funds placed at their disposal, will be able to increase the efficiency of the aid they deem it prudent to afford, and to extend to really deserving cases a less sparing measure of relief than it has been their custom to apply.

"Your committee have been successful in obtaining remunerative employment for several persons, thus rendering to them an essential service without injuring their self-respect.

"The amount lent during the past year has been upwards of £100 less than in any previous year. There has been upwards of £100 less than in any previous year. There has been upwards or responding less amount in refunds. It is, however, gratifying to be able to report that nearly one-half of the amount advanced to

responding less amount in refunds. It is, however, graffying to be able to report that nearly one-half of the amount advanced to the impoverished persons of the 'Educated Classes,' since the establishment of the society in 18*2, has already been repaid. The details will be found in the financial statement, and in the appendices annexed thereto." FINANCIAL STATEMENT.

RECEIPTS.

To Balance June 30, 1872

Donations and subscriptions, as per list
48 re-payments on account of loans
Perpetual subscriber's fund, being one year's
interest on donation of £1000 from Thomas
Walker, Esq. FINANCIAL STATEMENT. 61 0 0

£693 4 9 By Loans to 45 applicants

Donations to 4 ditto

Commission paid to collector

Expenses, viz., printing reports, circulars, &c.
Advertising, stationery, postages, &c., &c.
Balance in the Oriental Bank

Savings Bank deposit... ... £345 14 0 74 0 7 200 0 0 £693 4 9 To Falance in the Oriental Band ... Deposit in Post Office Savings Bank

The Australian Contrient.—To the Editor of the Sydney Merning Herald.—Sir.—I have lately noticed several letters published in the Herald relative to the great benefits received by the use of this celenial production. Now, I have been using it the last liften months for myself and family, and can honestly assert that it is the most generally useful article I have ever met with. It was first recommended to me for soft corns that have been troubling me for years, and which this ointment totally cured in a few day. I have kept it at home, and I consider it a really useful household appendage. I am sure that when the Australian Cintment once becomes thoroughly known, it will become a natural household article. Yours obediently, Jone Birkell, Waverley, and at 387, George-street.—Any.

Shipping Gazette.

ARRIVALS.

ARRIVALS.

July 24.

City of Adelaide (e.), \$24 tons, Captain D. Walker, from Melboune 21st instant. Passengers—Mrs. Docker, Mrs. Henderson and servant, Mrs. Mrs. Reson, Mrs. Stodant, Mrs. Stodant, Mrs. Stodant, Mrs. Stodant, Mrs. Stodant, Mrs. Mas Wilson, Miss Stodant, Miss Strachan, Miss Charley, Miss Wilson, Miss Moore, Miss Kreily, Rev. A. Dandy, Rev. Mr. Power, Dr. M. Rac, Dr. Stodant, Captain Cooper, Messen, J. Callaghan, D. Anderson, M. Chiiney, A. Saqui, R. H. M. Farlane, R. S. Brown. Stollin, J. Henderson, A. F. Robinson, M. Dunville, M. Mackwood, E. Msher, D. Gordon, R. H. Thompson, J. Wilson, J. Beresford, W. G. Herrman, M. Drysdale, H. Hutton, M. Corall, J. Barley, R. H. M. Farlane, A. Benton, J. Dansey, E. B. Docker, F. D. Kont, M. Kellerman, M. Nebon, S. Lincabrac, M. Wright, and 20 in the steerage. A. S. N. Co., agents.

Hero (s.), 851 tons, Captain T. Logan, from Metbourne 22nd Instant, en route for Auckland. Passengers—For Sydney: Mrs. Thatcher, Mr. and Mrs. F. Richardson and infant, Miss E. Smith, Mr. W. Pole, Mr. W. Hill, Mr. C. T. Mason, and 27 in the steerage. For Auckland: Miss E. Hurry, Messrs, D. Gardny, J. Copeland, H. B. Husey, and 6 in the steerage. Edded and Spince, agents.

Pintypus (s.), 164 tons, Captain J. Creer, from Maeleay Ever.

Copeiand, H. B. Hussey, and 6 in the steerage. Edited and Sprince, agents.

Planypus (s.), 164 tons, Captain J. Creer, from Macleay River.

Planypus (s.), 164 tons, Captain J. Creer, from Macleay River.

R. M. Dougell, M. Parland, J. Welbridge, Neville, Spence, Captain Storm, and 5 in the steerage. C. and R. E. Co., agents.

Ellem Morris, brig. 240 tons, Captain Howard, from New Caledonia. Monteflore and Monteflore, agents.

Jule 23.

Ellen Morris, brig, 240 tens, Captain Howard, House and Monteners and Monteners, agents.

July 25.

Maccdon (s.), 530 tons, Captain Pain, from Melbourne 21nd instant. Passengurs—Mr. and Mrs. Moore, Mr. and Mrs. Taylor, Mrs. Seckham, Mrs. Joseph, Madame Zulla, Messrs. Mt Dougal, J. Picken, J. C. Darke, Stlate, G. Loyal, and 16 in the steerage. Egmont (s.), 388 tons, Captain Fitzsimons, from New Caledonia 16th Instant. Fassengers—Mrs. Jackson, Messrs. Hicks, Morgan, Walsh, Courvoister, Madame Peach, Lieutenant G. E. G. Jackson, R. N., and 4 in the steerage. Montefiore and Montefiore, agents, Diamantina (s.), 235 tons, Captain Mides, from the Macleay River 23rd instant. Passengers—Miss Hamilton, Messrs. Thomas, King, and 4 in the steerage. C. and R. R. Co., agents.

Metaris, barque, 243 toes, Captain Lyons, from Fiji Islands 28th June. Passengers—Colonel White, Messrs. Ridle, Mulr, Bene, Perindui, Captain, agent.

July 26.

Edne, Perinaus, Capana, again Torrence, from Brisbane 13rd July 26.

Elackbird (s.), 560 tons, Captain Torrence, from Brisbane 13rd instant. Passengers: For Sydney—Mr. and Mrs. Matthews, Miss Eutler, Mr. and Mrs. Matthur, Mr. Friend and child, Mr. Compn. For Melbourne—Mrs. Allan, Mrs. D. Grieve, Mesers, Billett, Stokes, Miss McDonald, and 10 in the steerage. Joseph Billett, Stokes, Miss McDonald, and 10 in the steerage.

Billett, Stokes, Miss M'Donald, and 10 in the staverage.

Ward and Co., agents.

Lady Young (s.), 450 tons, Captain Hill, from Brisbane 2:th
instant. Passengers—Mr. and Mrs. Guilfoyle, Mr. and Mrs.
Gront, Mr. and Mrs. Moorehead, Miss Thorn, Hon. L. Hope,
Messrs, S. B. Gaden, J. Thorne, A. Moodle, S. E. Wood, Sum Kum
On, and 16 in the steerage. A. S. N. Co., agent Gleveland Bay,
Econerang (s.), 445 tons, Captain Lake, from Cleveland Bay,
via Bowen. Passengers—Mrs. Bateman, Mrs. Haughton, Miss
Haughton, Messrs, J. Thompson, W. J. Dangar, J. John, T.
Hannar, F. Kurl, H. Haughton, and 22 in the steerage. A. S. N.
Co., sgents.

Habmar, F. Auri, H. Haughton, and 71 in the steerage. A. S. N. Co., agents.
Agnes Irving (a.), 406 tons, Captain H. Creer, from Grafton 24th instant. Passengers—Mr. and Mrs. Keight, Mr. and Mrs. Batton, Mrs. Harrison and child, Mrs. E. Creer, Miss Greer, Miss Howison, Miss O'Keeffe, Miss Selman, Messrs. Le Jeune, Sorcason, Hanley, Rush, Byron, Phipps, Eccles, Stone, Foot, Antonio, Jamison, Aarons, Windeyer, Payton, Moore, Master Irby, Master Rush, and 15 in the steerage. C. and R. E. S. N. Co., agents. Helen Macgregor (s.), 21 tons, Captain Bedford, from Grafton 24th instant. Passengers—Messrs. Parsons, Brooke, Lawless, and II in the steerage. C. and N. E. Co., agent. Alice Maud, brig, 205 tons, Captain Taylor, from Takan 6th May. Cowlishaw, Brothers, ngents.

Alice Mand, brig. 205 tons, Captain Taylor, from Takan 6th May. Cowlishaw, Brothers, agento.
July 28.
You Yangs (s.), 552 tons, Captain Clark, from Melbourne 25th instant, Passengers—Mrs. Melvio, Mrs. Glenister, Mrs. Brown, Miss Brown, Messrs, Glenister, E. Gough, White, Melvin, J. H. Davey, P. H. Hall, Swan, W. Madden, Edwards, Woods, Marniking, and 12 in the steerage. M. S. S. Co., agents.
Civility (s.), 169 tons, Captain Thompson, from Warrnambool. Nipper and See, agents.
Mary Forster, schooner, 30 tons, Captain Cluney, from Honoliul 17th June. Passenger—Mrs. Cluney. Learmonth, Dickinson, and Co., agents.
Lock Out, schooner, 108 tons, Captain Bastian, from Maryborough 9th instant. J. A. Curtis, agent.

Mary Forster, schooner, 50 tons, Captain Cluney, from Honolulu 17th June. Passenger—Mrs. Cluney. Learmonth, Dickinson, and Co., agents.
Lock Out, schooner, 168 tons, Captain Bastian, from Maryborough 9th instant. J. A. Curtis, agent.
July 29.
Baroda (s.), 2000 tons, Captain D. Rennoldson, from Bombay and Point de Galle. Passengers—From Bombay: Mr. H. Monekton, Major T. W. Rutherford, Mrs. Seaman and 2 children. From Southempton: Mr. E. Regers, Mr. Broome, the Hon. Morton, Mr. Passenore, Mr. C. Freeman, Mr. D. Smith, with 13 men, 10 women, and 17 children, for fitsroy from Works. From Brindist: Mr. W. H. Barton, M. J. L. Jeanneret, Mr. J. Lee, Mrs. Smith. From Venice: Mr. A. Grollan. From Galle: Dr. Hawthorne, Miss Hawthorne, Miss M'Gulloch, Mr. Howe, From Madras: George Kingston. From Calcutta: Mr. and Mrs. King, with 13 Stamese troupe. From Melbourne: Mrs. Winsey, Mr. and Mrs. Kunson, schip, Lassen and servant, Mr. and Mrs. Alderson, Messrs. E. Brown, R. Miller, Nankeville, J. Harper, J. Thompson, Knox. H. Moore, agent.
Tennyson, ship, 1298 tons, Captain Moore, from Melbourne 27th instant. Passengers—Messrs. W. and F. Pearce, Dowling, Martin, Dunlevis, Jacobs, Curtis, Clark, Castiner, Penson, and 30 in the steerage. A. S. N. Co., agents.
Kembla (s.), 300 tons, Captain Moore, from Brisbane 26th Instant. Passengers—Mr. and Mrs. Thorne, Captain Vincent, Dr. Marlay, Miss Heler, Matsrs. Kendail, Little, Henry, Wolf, Esther, Atkins, Lynl, Allen, and 16 in the steerage. A. S. N. Co., agents.

DEPARTURES.

July 24.

July 24.

Dardenong (s.), 575 tone, Captain Lapthorne, for Melbourne.

Passengers—Mrs. Thomas, Mrs. Mattingly, Miss Mattingly, Miss
Roberts, Miss O'Brien, Captain Tucker, Mesers. J. Monday, J.

Emmett, J. Ford, Fiemming, Goilliovie, M. Buckley, D. Doyle, A.

Adams, J. Bedford, Shaw, Fearce, H. Burton, Boyd, S. Booth,

and 18 in the steerage.

Wonga (s.), 682 tone, Captain H. Shuttleworth, for

Auckland. Passengers—Mrs. Jones, Mrs. Williams, Dr. Doug
lass, Mesers. J. Coates, W. H. Hanes, Cox, W. F. Hobson, C.

Hope, and 19 in the steerage.

lass, Mesre. J. Coates, W. H. Hance, Cox, W. F. Hobson, C. Hope, and 16 in the steerage.

City of Brisbane (s.), 504 tens, Captain F. C. Knight, for Brisbane. Passengers—Mrs. Dandy, Misses Barnetts (2), Missey Barnetts, C. Missey Brisses, C. Fellows, J. H. A. Dandy, Messes J. R. Dry, Chirnside, F. J. Wimble, Beil, G. F. Want, K. H. Thompson, Kennedy, Burgess, C. Fellows, J. H. North, J. Edwards, G. King, J. Low Misg, and 25 in the steerage.

Leichardt (s.), for Maryborough.

July 25.

Leichardt (s.), 650 tens, Captain Brown, for Melbourne: Passengers—Miss Callaghan, Miss J. Callaghan, Mrs. J. Hume, Mrs. Tecce and 2 children, Mrs. Hanner, Mrs. E. Parley; Messes, Smith, Cracknell. Dennys, J. Holt, G. Simmis, S. F. Freeman, Snyth, D. M'Kellor, D. Brown, Van Newton, Dash, Hamner, J. Murdoch, Stephen, Themas Taylor, G. O'Maher, W. Clark, J. Hourigan, J. Edwards, J. Barker, R. Riddell, W. Themsen, and 28 in the steerage.

Murdech, O. Leghan, H. Barker, R. Riddell, W. Themson, and 25 in the steerage.

July 28.

Ninevah, ship, 1174 tors, Captain Barnet, for London. Passengers—Madame Leban, Mrs. Hughes, Masters Blackman (2), Miss Cole, Missea Armatrong (2), Rev. J. Keating, Dr. Duigan, Mr. Holterman, and 3 in the intermediate. Cargo: 2512 balenwool, 1 bale skins, 47 bales cotton, 200 bales leather, 5 bales hair, 82 hides, 795 casks tallow, 8025 ingots 356 cakes copper, 105 bage-copper ore, 234 cases tin ore, 556 slabs tin, 357 bags antimony, 1273 cases meat, 55 casks oil, 46 tons and 10 cases pearshell, 7 bales paper, 85 bundles rags, 4 casks nails, 6 cases wine, 11,924 horns, 18,155 bones, 24 packages sundries.

Hannah Broomfield, schooner, 134 tons, Captain Sykes, for Normattown. Passengers—Mrs. Sykes, Mr. Brown.

July 29.

Hero (8.), 851 tons, Captain Logan, for Auckland. Passengers—Miss Henry, Mrs. Owen, Lieutenant Jackson, R. N., Messrs.

D. Gardiner, J. Copeland, H. Hussey, Owen, and 10 in steerage.

City of Adelaide (8.), 824 tons, Captain Walker, for Melbourne. Passengers—Miss Wilson, Miss Blaskwood (2), Mrs. Crook, 5 children and 2 servants, Mrs. Palmer, Mrs. Smith, Messrs. R. R. Palmer, J. Willisms, H. C., Roberta, Coupland, Macartney, Chimside and servant, Blackwood, E. Cook, Muir, Hulton, Bone, Stokes, Watson, and 23 in the steerage.

Macedon (e.), 536 tons, Captain Pain, for Melbourne. Passengers—Miss Hancock, Mrs. Donaldson, Mrs. Lawrence, Messrs. Emmin, J. Rider, M. Ficken, Lawrence, M'Dougal, L. D. Langley, W. Thompson, C. Brown, H. Routhly, J. Alderson, Mrs. Louri and 2 children, Mrs. Steele, Messrs. C. C. M'Donald, J. Bennett, Ogg, Carey, Lawrence, Messrs. C. C. M'Donald, J. Bennett, Ogg, Carey, Lawrence, Snelling, Candell, J. Harris, D. Anderson, E. Rodger, W. Broom, Canadell, J. N. H. Starle, and 20 in the steerage.

Melanic, Schooner, 136 tons, Captain Walsh, for Dunedin. Passengers—Mrs. Walsh and child.

Anderson, E. Rodger, W. Broom, Camadell, J. N. H. Starle, and Poin the steerage.

Melanic, schooner, 136 tons, Captain Walsh, for Dunedin. Passengers—Mrs. Walsh and child.

Retrieve, ketch, 25 tons, Captain Harrison, for Torres Straits.

July 30.

Language Co. Millston, Captain I. T. Dursell, for Port Deni-

July 30.

Boomerang (s.), 445 tons, Captain J. T. Durrell, for Port Benison and Clevciand Bay. Passengers—Mrs. Malcolm, Mrs. F.gle, Mrs. James, Messrs. Malcolm, W. H. Martin, Finch, Jackson, J. Williams, A. Jones, Myers, and 19 in the steerage.

Orifismme, ship, 1418 tons, Captain Hughes, ior San Francisco. Leander, ship, 548 tons, Captain Knight, for Shanghal. Passenger—Mr. A. Perks. Cargo: 1600 tons coal, Frazer and Co.

IMPORTS.

Tennyson, from Liverpool: 96 tons rock sait, 1650 bags fine sait, 710 packages, J. Frazer and Co.; 293 packages, Hoffmong

Savages, Fossil and Recent.

A TRIBE of New Guinea men who have to cross belt of mangroves to reach their canoes avail themselves of the thick growth of these trees, and progress quicker upon them than muddy nature of the bottom below would permit, but they run far less risk when a tumble occurs than Australians do, who would break every bone in their body if they came down from any height on to the hard ground, like other mortals. This however is seldom the case; I have never seen a man fall off a tree, but once witnessed the tossing of "King Billy, of Corrobung," who had quarrelled with a savage bull, and who fell after each toss on "all fours" like a cat, apparently not much the worse for a kind of exercise which is dangerous to most Europeans. Climbing is second nature to our blacks, and even cripples climb. A man named "Youngman Piper," a relation of Sir Thomas Mitchell's famous companion "Piper," who had malformed (clump) feet, accompanied me during several excursions on the Lower Murray, and his independent spirit was the admiration of every person in the party. Piper could go up a tree like other blacks, but of course could not walk along the limbs, where a considerable "big-toe power" is required to hold on. He never lagged power" is required to hold on. He never lagged behind when travelling, and there was a report current that, when a little boy, he had been abandoned by his parents though they took him back to their gunyah, on finding that their child, supposed to be dead, was making a living on his own account. The manner in which severe wounds or fractured limbs are healed is really astonishing, and I could furnish many interesting specimens which would prove that size is never considered when a question of repairing broken bones arises. A difference of several inches between a sound and a broken limb is not unfrequent, and aborigines have been noticed to wander about with a a sound and a broken limb is not unfrequent, and aborigines have been noticed to wander about with a fractured tibia for days together, the lower part working through the flesh at every step; it has also been observed that their wounds in particular severe cuts on the abdomen, have been successfully healed by partly burying the patient, whose hands were meanwhile employed crumbling dry mould upon the festering wound. The severe contusions which many skulls show are another proof of the tenacity of life in these people. Their teeth did not decay till the advent of the white man, who introduced other ailments, which caused the very-bones to crumble to pieces in the living body. When the first census was taken by Governor Phillip some 1300 people, all counted, were found between Port Jackson and Broken Bay, not one of whom is now left. Poor Rickety Dick, a pensioner on Sir Daniel Cooper's estate near Rose Bay, remembered by many people who tossed him superfluous coppers in days gone by, was probably the last of the race. aborigines have been noticed to wander about with a was probably the last of the race.

It appears natural that dark inferior men should retire or succumb before the white invaders, but what

retire or succumb before the white invaders, but what a pity that these people should have been hurried into eternity to a great extent, in consequence of the dreadful malady which want of careful legislation increases day by day, and which now threatens to leave us a legacy in the shape of a nation of cripples. It is time to teach practical lessons, and the establishment of a medical school at our University will do more good a thousand-fold than the cultivation of law or logic, which, excellent as these studies are. law or logic, which, excellent as these studies are, can never be compared with the benefits to be derived from a discourse of that science which enables us to

know our bodily frame.

A large proportion of the remains of the aboriginal inhabitants of this country show the ravages of syphilis, and were it not that during the battle for existence we have grown indifferent to our fellowman's maladies, something would have been done for the poor ignorant black brethren, whose perforated or "worm eaten" bones (to use a popular term) are a silent proof of their indescribable suffering. It has been stated that the Australian tribes are in the habit of disposing of their old men by "knocking them on the head," but this is certainly not always true, and I remember one case which came under my personal observation where a man who had been suffering from a dreadful malady, for some time unable to move, was constantly tended by the other members of the tribe, supplied with food, and carried from place to place, either in a canoe or a litter made for his special benefit. Examples of this kind may be rare, and therefore they should be recorded.

As a rule our black natives are not very hospitable, but they will supply food to sick or helpless white we have grown indifferent to our fellowman's maladies,

As a rule our black natives are not very hospitable, but they will supply food to sick or helpless white people, and if they do not offer part of their provisions to an able-bodied traveller, the reason may be traced to their belief that he would not like primitive cookery, or that they happen to have little themselves. Without asking they would not part with a mouthful, and the proper way for strangers is to fall to and partake of whatever may be "on the coals."

Having consulted almost every book to be had here on the subject, I have been unable to find a notice of other wild natives who hunt in the samearboreal fashion for small game as our blacks do. There is also someth-

for small game as our blacks do. There is also someth-ing very primitive in their stone weapons, which onthe West Coast consist of nothing but a lump of grasstree gum with a handle through the middle, and a rough gum with a handle through the middle, and a rough piece of "road metal," generally granite, imbedded at either end. "They never had bows and arrows, except those received from Malays or Papuans in the far North. Western spears are barbed with bits of quartz or glass fastened generally on one side of the wood only, with grasstree gum.

Knives of similar structure, about a foot or eighteen inches in length.

and Mr. Masters informs me that the work accomplished in the way of skinning with such rude and cdd-shaped tools is truly astonishing.

Solid stone spear heads are peculiar to the North-

castern tribes; they resemble exactly the flints and celts with which everybody is now familiar, but they are generally produced with a few strokes, one face flat, the other bevelled off on each side of the central sre generally produced with a few strokes, one face flat, the other bevelled off on each side of the central ridge. The material employed is quartsite, quartz, and even hard slate and ironstone. The spear heads made of obsidian came by way of barter from New Guinea. In that large island the manufacture of stone implements has evidently reached perfection. I am obliged to the officers of H.M.S. Basilisk, lately returned from a cruise to New Guinea, for the loan of a very fine series of weapons for photographing purposes, and which in shape closely resemble the famous American axes of Hartford. These "celts" are highly polished, made of dio.ite, very hard, and very thin, about the same thickness as American axes. They are mounted in a different manner, not in adze form. The edge of the blade in a line with the handle like other axes, and there is often a kind of twist in the wood, which reminds one of the peculiarly mounted broad axes nack by ship carpenters. The spear heads are of obsidian or volcanic glass. Besides these weapons, or tools, the New Guinea men manufacture stone "nulla heads" resembling the

upper part of the well-known "nulla aulla," which are perforated to carry a handle; they also use flat dish-like pieces of greenstone or diorite, with sharp edges, lentil-shaped, and perforated in the middle. No other savage nation of Polynesia use such weapons, and the perforation of these stones is certainly a great step in advance when we compare them with the rude split branches which are bent over the clumsy axe of the Australian to form a handle. The disk weapons are frequently seen in the bands of North Australians, but they all come from New Guinea. One star-shaped perforated "celt," is very peculiar, and resembles some of the ancient stone implements found in Chili; there are also some superior carved human heads in "fossil-coral" or very coarse sandstone, which few people will admit to be the work of naked savages. The barter of stone weapons is universal in Australia. In barter of stone weapons is universal in Australia. In some parts where suitable stone exists the ground is proclaimed neutral by the neighbouring tribes, who proceed there at certain times of the year for a supply. In this manner the diorite weapons are distributed far and wide, and met with at places where no such rock exists. The country round Sydney yields often sand-stone axes, but they are evidently derived from the hardened kind, known as columnar sandstone, and are very rudely fashioned, having only a very narrow polished edge.

polished edge.

The Australian stone weapons cannot be divided into rough and polished ones, because they have all a sharp edge, except the Western hammer, the remaining part is left in its natural state, or is only very rudely ground. At Rockingham Bay pieces of iron are now mounted with rattan to a handle, but the old fashioned quartz knives or bits of glass, splintered flint fashion; are frequent, they are curved at the lower end with a piece of wallaby or possum skin to enable the owner to get a good grip of the weapon or tool.

(To be continued.)

American News.

WE have Californian journals to the 7th June, from which we extract the following items of interest:—

We have Californian journals to the 7th June, from which we extract the following items of interest:—

The Unfortunate Arctic Expedition.—The United States steamer Frolic, with the survivors of the Polaris on board, arrived at the Navy Yard on June 5. She was detailed by the Secretary of the Navy to proceed to St. John's and bring Captain Tyson of the Polaris and his party to Washington. As soon as the vossel arrived, the Commandant of the Navy Yard telegraphed Secretary Robeson the fact, and about half-past 2 o'clook, the Secretary, in company with Commodore Reynolds, Chief of the Bureau of Equipment and Recruiting, drove to the navy yard. The Frolic was anchored out in the river alongside the Tallapoosa. Secretary Robeson went on board the latter vessel and immediately sent for Captain Tyson of the Polaris. That gentleman soon made his appearance and was invited by the Secretary into the cabin of the Tallapoosa, when an interview of over an hour was held. The Secretary inquired, first of all the condition of the survivors, and was gratified to learn that they were all in good hesith, and had nearly recovered from the fatigues and hardships of their long trip in the Arctic regions. It was not the purpose of the Secretary to do more to-day than merely welcome Captain Tyson and his comrades, and to see that all their wants were promptly met. The conversation was therefore of a general character about the Polaris, her trips, and the death of Captain Hall. It appears that Tyson and Hall were devoted friends, and the former spoke in the highest terms of the latter. He said he was an efficient and able commander, and he is of the opinion that he died a natural death from apoplexy. With regard to the Polaris, Captain Tyson informed the Secretary that she was in every respect a seaworthy vessel, and gave instances of her contests with the icebergs, which showed that had she not been more than usually strong she would have been destroyed. The questien of the suspected mutiny on board the Polaris was left for another oc

subdued.

Apache Outerran.—A telegram from San Diego states that the Indian agent at San Carlos, Major Larrabee, had some difficulty with the Apaches, and they undertook to kill him with spears. He ran to Lieutenant Almy's tent, and Almy, with six soldiers, went to the agency with him and went into Larrabee's tent. Larrabee and Almy came out of the tent, Almy being in advance, when the Apaches fired upon them. Almy received three bullets, passing through the body, and fell dead without a groan. Larrabee was untouched and retreated into the tent. Four of the six soldiers ran, and one of the two that remained was prevented from shooting by Conception, a Mexican, and interreter at the agency. Some of the Apaches fied across the river instantly.

vented from shooting by Conception, a Mexican, and interpreter at the agency. Some of the Apaches fied across the river instantly.

Threatened Impeachment of a Judge.—The Washington correspondent of the New York Herald states that an interview of the utmost importance to the South took place in the White House, a few days ago. A committee of Southern gentlemen waited upon President Grant, and urged, not only for the sake of the South, but for the perpetuation of the good name of the Republican party, the removal of Judge Durell. The President replied that as the (Durell) was appointed for life, or during good behaviour, the only power to touch him was Congress, which might impeach. The committee made many strong arguments, but they all seemed to fall upon the Presidential ear without effect, until a tabulated statement, prepared by a certain Carendelet-street statistician, showed the enormous sums of money and property which Durell had put into Norton's hands as assignee in bankruptcy, amounting to over four million dollars, which they allege is still unaccounted for. The President was utterly dumbfounded, and broke the long silence ensuing, by suddenly exclaiming:—"Gentlemen,—If your statement is true, and as you say all this property under execution of final process in the United States Marshal's hands, and in the hands of Norton, why is it that Mr. Packard has never made complaint sgainst Durell's assignee, for by your own showing Marshal Packard must have lost by the arrangement many thousand dollars of legal fees." Much argument followed; I cannot give it all, but the President seemed to think that if Marshal Packard had been so terribly wronged he would certainly complain, and move to right it. The committee assured the President that they could obtain Marshal Packard's verification of every statement that they had made, and the President that they could obtain Marshal Packard's indorsement that the would recommend Congress, as soon as it assembled, to impeach Durell'.

reatment of the Chinese. Ruffians assail them in the streets, and the board of supervisors connive with these persecutors by levying an onerous tax on Chinese laundrymen, prohibiting the removal of dead bodies to China, and (funnily as some persons may think, but craelly, in fact) cutting off the treasured pigtails of the poor fellows who find their way to the county gaol, as they are sure to find it, sooner or later, through violating ordinances passed to annoy them. The San Francisco gaol is reported crowded by Chinamen, who have been arrested for no other reason than because they overfill the lodging-houses where alone they are allowed admission. It seems there is an ordinance requiring a certain amount of space to be allotted to immates of lodging-houses, and as the Chinese immigrants, driven from all other habitations, cannot obtain the lawful number of square feet of sleeping accommodation in the dens of their countrymen, they are sent to gaol, which is a much worse place. This—and all the San Francisco policy of abusing the Chinese comers—is simply atrocious. We, in other sections of the country—North, South, East, and West—have a right to complain of these outrages, for the Chinese, whom the San Francisco bigots hate, are much wanted, and would be highly prized here. Mr. Sampson, shee manufacturer, of North Adams, Mass., has re-engaged nearly all of his Chinese hands, being perfectly satisfied with them; and so has Mr. Ha vey, the laundry proprietor at Belville, N. J. Manufacturers, farmers, and housekeepers are continually trying to get Chinese on from San Francisco, but those people have been made timorous by the abuse they have received on the Pacific, and do not dare to travel, but prefer to encounter the known dangers of San Francisco, being cheered in their sufferings by a large colony of their own race at that point. The San Francisco demagogues are aiming at the exclusion of all future arrivals from China, and we fear will be successful, as the representatives of the six companies have telegraph

the present proposed arrangement is the restoration of General Neira to the Presidency, from which he was ex-pelled, and Celonel Pernett is named as Provisional Prepelled, and Celonel Pernett is sident, in the meantime.

PERU.—A very valuable deposit of coal, pronounced by one of the Government engineers to be among the best and richest mines on the Pacific coast, has recently been discovered near Pieco, and the locometives on the Ica and Pieco railway are already using the article with great success. The same engineer in his report states that the coal is finer in quality than any found in Chili, and that the extent of the deposit is very great. Captain Haywood, formerly of the American ship Marg, which was lost at sea, and who was married in that country, was murdered by a Juez de Paz Justice of the Peace) in the district of Chielsyo, because the captain insisted that a man who owed him a debt should not be allowed to abscond.

abscord.

Chile.—The conflagration which took place at Serena in Chile on the 17th May destroyed the house of Mr. Concha, where the National Bank was situated, and three more houses. Considerable annoyance is felt among shippers and merchants on account of the lengthy quarantine to which the Straits steamers are subjected to at Coronel.

ARGENTINE REPUBLIC.—Frightful storms and great inundations had taken place at Tucaman, Rioja, and other Argentine provinces.

PARAGUAY.—By a decree of 23rd February last the Government of Paraguay has established civil marriage

overheled to Paraguay has established to Intringe in the Republic.

CURA.—Havana, June 5th.—A Spanish telegram states that an encounter had taken place in the Beraija Mountains, in which 24 insurgents were killed. The Spaniards ost 19 killed and 42 wounded.

Shipping Gazette.

ARRIVALS.

August 7.

Leichardt (s.), 500 tons, Captain Saunders, from Rockhampton via Mary borough. Passengers—Mrs. Gray, Messrs. C. Gray, Fitzpatrick, Barnard, 8. Poole, De Satge, and 11 in the steerage. A. 8. N. Co. agents.

Jane, sobooner, 62 tons, Captain Jones, from Broadsound. Dangar, Gedye, and Co., agents.

August 8.

Mucedon (s.), 530 tons, Captain Pain, from Melbourne 5th August. Passengers—Miss Gay, Messrs. M'Millan, Fitzgerald, Guilfoyle, Breit, Rev. G. W. Watson, and 26 in the steerage. M. 8. 8. Co., agents.

Wonga Wonga (s.), 685 tons, Captain H. Shuttleworth, from Wonga Wonga (s.), 685 tons, Captain H. Shuttleworth, from

August. Passengers—Miss Gay, Messrs. M'Millan, Fitzgerald, Guilfoyle, Breit, Rev. G. W. Watson, and 26 in the steerage. M. 8. 8. Co., agents.
Wonga Wongs (s.), 685 tons, Captain H. Shuttleworth, from Auckland. Passengers—Mr. G. C. Hawker, Mr. A. Sadler, Captain Stetton, Mr. C. C. Wilson, Mr. Lborn, Mr. A. C. Haymes, and 30 in the steerage. A. S. N. Co., agents.
Luke of Edinburgh (e.), 300 tons, Captain R. J. Skinner, from Levuka 24th ultimo. Passengers—Mr. and Mrs. Berry, Rev. Mr. Scott, Mrs. Scott 2 children and servant, Miss Graham, Messrs. Tervine, Bennett, Williams, Craigh, Langshaw, Downs, Brownlies, Asmus, Tsylor, Parry, Robinson, T. Taylor, Davey, Brackenridge, Doon, Han (2), and I native. E. Vickery, agent.
Fiatypus (s.), 164 tons, Captain J. Creer, from the Macleay 5th instant. Passengers—Messrs. O. O. Dangar, Henery, and 3 in the steerage. C. and R. R. Co., agents.
Diamantina (a.), 290 tons, Captain Maides, from Manning River 7th instant. Passengers—Mrs. Grafton, Miss Algie, Mrs. Fulljames, Miss McCloud, Miss Butt, Miss Strillerton (2), Messrs. W. Brown, Crittendon, Brown, Campbell, Napthall, and 1 in the steerage. C. and R. R. Co., agents.
Florence, schooner, 76 tons, Captain Griffith, from the Richmond 37d instant. Stubbs and Co., agents.
Kinssbridges, ship, 1498 tons. Captain Symonds, from the

August 9.

Kingebridge, ship, 1498 tons, Captain Symonds, from the Downs 7th May. Passenger—Mr. Ellis. J. Frazer and Co., Downs 7th May. Passenger—Mr. Ellis. J. Frazer and Co., agents.
City of Brisbane (s.), 560 tons, Captain F. C. Knight, from Brisbane, 7th instant. Passengers—Mrs. Paul and children, Miss. J. Saaw and 2 children, Mrs. Gabbott, Mr. and Mrs. J. Bell, Miss Chirneide, Miss Coulson, Miss Purvee, Miss Ramsay, Miss King, Mesers. W. W. Blow, G. F. Want, W. Chirnidle, F. Elliott, J. Dwyer, S. Luft, T. Kendall, D. Cummings, A. Senart, J. H. McOnnel, J. Allen, H. J. Adams, E. K. Richardson, F. M. Nankivell, Captain Edward (late Robert Towns), and 35 in the steerage. A. S. N. Co., agents.
John Penn (s.), 200 tons, Captain Shead, from Merimbula 8th-

instant. Passengers-Messrs. Birne, Brandon, Jonston, Ander-son, Murphy, Gowin, Blacker, and Mrs. Stubbs. I. S. N. Co.,

sgotis.
Onward, bris, 189 tons, Captain Ballistier, from Honolulu 20th
July, J. G. Barron, agent.
August 10.

Onware, briz, 169 tons, Captain Ballistier, from Honolulu 20th July. J. G. Barron, agent.

August 10.

Rangatira (a.), 600 tons, Captain Paddle, from Melbourne 7th instant. Passengers—Messrs. Addison, A. Robertson, J. Roach, A. Ebeworth, Fehon, A. F. Hovodon, R. Carter, Clark, Roberts, Mr. and Miss Michalls, Miss Blanch, and 21 in the steerage. A. S. N. Co., agents.

Michael Angelo, ship, 1174 tons, Captain Luckie, from Otago 21st July, in ballast. Beilby and Scott, agents.

Isabella, brig, 256 tons, Captain Payne, from Circular Head 6th instant. Nipper and See, agents.

Escort, schooner, 100 tons, Captain Nicholson, from River Mersey. Captain, agent.

August 11.

You Yangs (e.), 552 tons, Captain Clark, from Melbourne Sth instant. Fassengers—Mrs. Wieder, Mrs. Hutchings, Laptain Haynes, Messrs, W. Faulkner, Stack, H. Coleman, R. Barnard, G. Stanley, Williamson, C. Brown, J. Dean, Le Brours, M'Naughton, P. Dowling, J. Thompson, B. Thompson, Cowan, Hill, Locknart, Jacobs, Allan, Bourse, B. Buckley, H. Abrahams, S. Cook, and 14 in the steerage. M. S. S. Co., agents.

Ballina (s.), 159 tons, Captain Harsegirdle, from the Macleay River 9th Instant. Passengers—Mr. and Mrs. Chapman and family (9), and 3 in the steerage. Cand R. R. Co., agents.

Agnet Iving (s.), 400 tons, Captain Hersee, from the Manning River. C. and R. R. Co., agents.

Agnet Iving (s.), 400 tons, Captain H. Creer, from Grafton 9th instant. Passengers—Mr. and Mrs. Miss Dove, Mrs. Mellon, Mrs. McDonald, Mr. and Mrs. Thiedon, Mrs. Mellon, Rev. Mellon and servant, Miss Howison, Miss De Vere, Miss Brown, Mrs. Clark, Mrs. Donohoe, Mr. and Mrs. McJohon, and 15 in the steerage. C. and R. R. Co., agents. Jensie Kelly, schooner, 170 tons, Captain Geach, from New Caldonis 1st Instant. Passengers—Mrs. Captain Flummer, from Port Prederick. Messrs. Nilper and See, agents.

August 12.

Bero (a.), 851 tons, Captain F. Logan, from Anckland 7th Instant. Passengers—Mr. and Mrs. Allondon, Rev. Jensie Kelly, schooner, 170 tons, Captain Geach, from New Testies Kelly, sch

Nation, Messrs. Braithwaite, F. A. Anderson, R. Metcalfe, Walsh, Symington, and 25 in the steerage. Eldred and Spence, agents. Blackbird (s.), 1600 tons, Captain Torrance, firom Melocurne Sth instant. Passengers—Mrs. Taylor, Miss Elsey, Miss Gibson, Mrs. Miller and child, Miss Gibson, Mrs. Alexander, Misses Alexander (2), Mrs. and Miss Pascoe, Mrs. and Miss Waugh, Mrs. Passenore, Mrs. Shaw, Messrs Ross, Uennis, Black, Carey, Saxon, Alexander, Pascoe (2), C. Byrne, Elliett, J. Thompson, W. H. Rodgers, Jackson, and 25 in the steerage. Joseph Ward and Co., agents.

Passmore, Mrs. Shaw, Messrs Ross, Uennis, Black, Carey, Saron, Alexander, Pascoe (2), C. Byrne, Billett, J. Thompson, W. H. Rodgers, Jackson, and 25 in the steerage. Joseph Ward and Co., agents.

Kiama (s.), 200 tons, Captain Meaney, from the Moruya, Ujrde, and Ulladulia 12th instant. Passengers—Miss Buesier, Miss Boeth, Mrs. Hargraves, Miss Lever, Masters Lever (2), Master Webh, and 5 in the steerage. I. S. N. Co., agents.

Meteor, barcue, 279 tons, Captain Clulow, from Levuka, Fiji, 28th uitimo. Passengers—Mrs. Hamilton and 5 children, Mrs. Fernesten, Mrs. Gough, Dr. Ryley son and servant. Messrs. F. and W. Hennings, Stewart, Houritz, Secome, and Helembracht. Rabore, Ferz, and Co., agents.

Dancing Wave, schooner, 67 tons, Captain Brown, from Levuka 18th ultimo. Passengers—Mesers. Summerville, Webh, Fry, Adams, Scanlan, Campbell, and 2 in the steerage. Rabone, Ferz, and Co., agents.

Lady Young (s.), 421 tons, Captain Hill, from Brisbane 11th instant. Passengers—Mrs. Semieberg and 2 children, Mrs. Sinmonds, Mrs. Tillinge, Messrs. R. D. Stephens, Donohue, S. Lesser, B. Tower, P. Mackay, Charles Fellows, Cashion, and 25 in the steerage. A. S. N. Co., agents.

Wentworth (s.), 90s tons, Captain Brown, from Melbourne 11th instant. Passengers—Miss O'Halloran, Mr. and Mrs. Marks, Messrs Mutday, Pisher, Edwards, Clarence, Butler, and 13 in the steerage. A. S. N. Co., agents.

Governor Biackall (s.), 531 tons, Captain M'Lean, from Rock-hampton thi matant. Passengers—Mrs. Robinson, Mr. Morgan, and 2 in the steerage. A. S. N. Co., agents.

New England (s.), 235 tons, Captain Mir, from the Clarence River 11th instant. Passengers—Mrs. Robinson, Mr. Morgan, and 2 in the steerage. A. S. N. Co., agents.

New England (s.), 235 tons, Captain Mir, from the Clarence River 11th instant. Passengers—Mrs. Meeton and child, Mrs. Cambridge and family (4), Mis Parker, Mrs. Parker, and family (5), Messra. Beesen, Bogan. Lyde, Hardie, Lisoombe, Wyatt, and 6 in the steerage. C. and N. E. Co., agents.

DEPARTURES.

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August 7.

Dandenorg (s.), 575 tons, Captain Lapthorns, for Melbourne.
Passengers—Mis. E. Bennett, Mrs. Armstrong, Mrs. Williams,
Miss Williams, Miss Russell, Miss Jones, Mrs. Anderson and 4
children, Mrs. Quinn, Messrs. W. Pierce, F. Pierce, C. P. Thomas,
Edwards, W. Robertson, Ashton, Captain Williams, Captain Rec,
Captain Morgan, P. E. Gillen, R. Weolcock, J. Collins, E. Robinson, and 20 in the steerage.

Wildwood, ship, 1099 tons, Captain Frost, for San Prancisco.
Passer gers—Captain and Mrs. Gardiner, Miss Gardiner, Rev. Mr.
White, Mrs. White and son, Mr. Gardiner, jun. Cargo: 1459 tons
coal.

White Mrs. White and son, Mr. Gardiner, Jun. Cargo: 190 consceal.

Dauntless, schooner, 101 tons, Captain Berrill, for Honolulu. Passenger-Mr. Hazeiten. Cargo: 96 tons coal.

Don, schooner, 57 tons, Captain Authon, for Geelong.

August 9.

City of Adelside (s.), \$24 tons, Captain D. Walker, for Melbourne. Passengers-Madome A. Goddard, Miss Wardell, Miss E. Moore, Miss Thompson, Mrs. Sonhon, Rev. H. B. Curr, O. S.B., Captain Cooper, Messra. Snelling, A. Farries, D. Gordon, Burns, Lengley, Earnard, H. W. R. Domblie, E. Brown, J. B. Rundle, Jun., Williams, Buckley, Holley, and 35 in the steerage.

Halloween, ship, 220 tons, Captain Watt, for Shanghal. Cargo: 1300 tons coal.

Rundle, jum. Williams, C. Franklin, M. Curr, H. Hurle, H. Wood, D. Williams, Buckley, Holley, and 35 in the steerage.

Hallowcen, ship, 920 tons, Captain Watt, for Shanghai. Cargo: 1300 tons coal.

Praros, ship, 1329 tons, Captain Collier, for San Francisco. Passeengers—in the steerage. Cargo: 1300 tons coal.

Ellen Morris, for New Caledonia.

August 10.

Barods, R. M. S., 1232 tons, Captain Rennoldson, for Galle vis Melbourne. Passeengers—For Southampton: Mrs. D. Trotter, Mrs. Hamilton. For Venice: Messys. R. H. Irvine, H. de Satge. For Suex: Mr. A. Nicholas. For Bombay: Rev. Mr. Arakelian, Mr. Thurburn. For King George's Sound: Lleutenant Coghian. For Melbourne: Mr. and Mrs. J. Ward, Messrs. W. Hill and Nankivell. Gold and specie: 19,449 oz. gold, 3596 oz. silver, Bank N. S. Waice; 2333 oz. gold, G. King and Co.; 304 oz. gold, Tin. War, and Co.; 160,000 sovereigns, Commercial Bank; 3600 sovereigns, 1120 oz. 100,000 sovereigns, Commercial Bank; 3600 sovereigns, Captain Bankilleman, Gankilleman, Gankilleman, Gankilleman, Gankilleman, Gankillema

Davis, Way, A. Day, S. Davidson, E. P. Bewler, and 21 in the steerage.

City of Brisbane (s.), 504 tens, Captain F. C. Knight, for Brisbane, Passengers—Mrs. Thiodon, Miss Royall, Mrs. Wilkinson, Mrs. Wolson, Miss Cory, Miss Norah Smith, Miss Mort, Miss Low, Mort and servant, Miss M. Sallivan, Rev. G. W. Watson, Messras, F. H. Trouton, James H. Neale, M.L. A., Samuel Neale, Phillips, C. Fmith, J. Marks, J. Thorne, Lewis, Paton, S. Lord, A. Mort, H. Mort, Thlodon, Eckhoure, J. A. Cunningham, Knox, Hill, Master Thiodon, and 22 in the steerage.

Stormy Petrel, barque, 497 tons, Captain Read, for San Francisco. Cargo: 700 tons coal.

Otto and Antonie, ship, 1137 tons, Captain Gunderson, for Apia. Cargo: 1074 tons guano.

Angust 15.

Rangatira (s.), 460 tons, Captain Paddle, for Brisbane. Passenger—Miss Paddle, Mrs. James, Mr. R. Jones, and 2 in the steerage.

Clara, ship, 939 tons, Captain Gooch, for Calcutta. Cargo:

Sicciage. Clara, ship, 939 tons, Captain Gooch, for Calcutta. Cargo: 1148 tons coal.
Anglo-Sazon, ship, 694 tons, Captain Davidson, for Singapore.
Passcogers—Mrs. Davidson, Miss Matthews. Cargo: 850 tons

coal.

Merwanjee Framjee, ship, 257 tons, Captain Bidwell, for San
Francisco, via Newcastle. Cargo: 257 tons coal.

IMPORTS.

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Kingsbridge, from London: 55,000 slates, Roberts, Adlard, and Co.; 1454 cart boxes, 145 sheets 120 bundles 1831 bars iron, Friend and Co.; 43 packages, E. Williams and Co.; 5 packages, Gibbs, 8hallard, and Co.; 21 packages, Jacobs, Brothers; 23 cases oil stores, Peat and Harcourt; 5 cases, G. Hurst; 4 packages, Counter, Marwood, and Rome; 100 packages, Watson, Brothers; 450 packages, Scott, Henderson, and Co.; 1 packages, Learmonth, Dickerson, and Co.; 11 packages, Learmonth, Dickerson, and Co.; 11 packages, Gillian and Co.; Lorimer, Marwood, and Rome; 200 packages, Watson, Brothers; 450 packages, Scott, Henderson, and Co.; 1 package, E. P. Capper and Son; 3 cases, Hughes and Lynch; 10 spackages, Learmonth, Dickenson, and Co.; 11 packages, Giffilian and Co.; 2 cases, J. Farreli; 2 packages, E. Williams and Co.; 3 fackages, Mrs. Bowes; 3 packages, E. Williams and Co.; 4 cases, Myers and Solomon; 3 packages, A. Fowler; 3 fackages, Mrs. Bowes; 3 packages, W.-A. Willington and Co.; 4 cases, Elvey and Co.; 1 case, Hilder and Abigali; 13 cases, W.-H. Paling; 15 packages, Cohen, Brothers, and Co.; 7 cases, Murphy and Son; 5 cases, C. Cowles; 3 packages, Sir W.-Warthur; 15 packages, Rourke and Son; 220 packages, Harbottle, Biddulph, and Alson; 603 packages, Parbury, Lamb, and Co.; 4 cases, L. Moss; 17 cases, Turner and Wood; 1 packages, Jacobs and Co.; 1 case, E. Roper; 350 packages, W. Long; 11 packages, Montefiore, Joseph, and Co.; 5 packages, J. Brush; 139 packages, Montefiore, Joseph, and Co.; 5 packages, J. Brush; 139 packages, M. Baber; 65 packages, Campbell and Co.; 1 case, J. Turne; 140 packages, Dalton, Brothers; 4 packages, Biffin and Clark; 5 packages, Playelle, Brothers, and Roberts; 2 cases, C. Fritz; 25 packages, H. Parkages, Playelle, Brothers, and Roberts; 2 cases, C. Fritz; 25 packages, H. C. Brookes; 41 packages, J. M'Donald; 7 packages, H. C. Brookes; 41 packages, J. M'Donald; 7 packages, H. C. Brookes; 41 packages, J. M'Donald; 7 packages, H. C. Brookes; 41 packages, J. M'Donald; 7 packages, H. C. Rookes; 41 packages, J. Rockages, J. H. Davis; 5 packages, Rending, Son, and Steffanon; 49 packages, J. M'Donald; 7 packages, H. C. Rookes; 41 packages, J. M'Donald; 7 packages, H. C. Rookes; 41 packages, J. M'Donald; 7 packages, H. C. Rookes; 41 packages, J. Brothers; 10 packages, Meton, Brothers; 10 packages, Rending, 10 packages, J. Brothers; 10 packages, J. B. Tickle; 216 packages, Meton, Brothers and Co.; 10 packages, J