THE REGISTER.

WEDNESDAY.

Dr. Nicholson moved: 'That a Select Committee be appointed to enquire into and report upon the necessity of amending the law relating to scoab and cacharh in sheep.

Mr. Cowper seconded the motion, which, after a suggestion by Mr. Hamilton, that the Act for regulating the slaughter of Cattle, and the Hired Servants' Act, should be submitted to the same Committee, was put and carried,—the Committee to consist of Dr. Nicholson, Mr. Cowper, the Colonial Secretary, Mr. Hamilton, Mr. Ioscy, Mr. Sutor, and Mr. Wentworth.

In answer to a question from Mr. Panton, the Colonial Secretary stated that it was understood that Her Majesty would not sanction the Customs' Bill, passed on the 22nd December, 1848, but that it would be allowed to expire in December.

Mr. Lowe presented a petition from John Broughton complaining that he had not received a reward of £40 offered for the capture of two bushrangers in 1840.

The Colonial Secretary said his impression was that the petitioner had failed in making out a proper claim to the reward.

THURSDAY.

Mr. Cowper moved a return showing the amount of tolls levied on roads in the county of Cumberland since the passing of the Act of Council 6 William IV., No. 11, and also the amount of such tolls expended in repairing the roads on which they were raised. He said he thought the public would be satisfied with the information that would be presented in return to this address.

He understood that more money had actually been expended on the roads since the passing of the Act than had been received from the tolls on them; although the very bad state in which they had lately been would lead to the belief.

Mr. Robinson seconded the motion, which was put and carried.

Dr. Lang, in reply to a petition from Mr. Slawwright, lately a protector of aborigines, complaining that the Government was indebted to him in a sum of £59, which he had applied for in vain.

A message was received from his Excellency the Governor, presenting a Bill to authorize the establishment of a General Cemetery, in the neighbourhood of the city of Sydney, and the removal to the same of the dead formerly interred in a Burial Ground in Sydney, which has long been desecrated, and for other purposes.

Also a Message from his Excellency, presenting a Bill to alter and amend an Act intituled: 'An Act to make provision for the safe custody of, and prevention of offences by persons dangerously insane, and for the care and maintenance of persons of unsound mind.'

Also, a Message, presenting a Bill to repeal an Act, intituled: 'An Act to give a preferable lien on wool from season to season, and to make mortgages of sheep, cattle, and horses valid, without delivering to the mortgagor.'

The Collector of Customs moved for leave to bring in a Bill for the better regulation of the customs in the colony of New South Wales.

Leaves was granted, and the Bill was presented and read a first time.

The Colonial Secretary moved the re-appointment of the Library Committee, with the addition of the names of the Speaker, the C.lector of Customs, and Mr. Cowper.

The motion was seconded by the Auditor General.

The Colonial Secretary moved the re-appointment of the Standing Orders Committee, for the purpose of reconsidering the rules: 125, 126, and 339.

The motion having been seconded, was put and carried.

Mr. Wentworth said, it appeared by a Message which had been sent down to the House this evening, on the subject of the Lien on Wool Act, that the House was placed in this position; either they must repeal the Act this session or Lord Stanley would put an extinguisher upon it next year. Lord Stanley's despatch had been placed before them; but the letter of the Governor which had accompanied the Bill home, was not placed before them; and in the absence of that letter it was impossible to say how far the views of the noble Secretary of State had been guided by the advice which was sent to him from this colony. He did not think this any sinister motive to the Governor; if his Excellency did give advice of which this despatch was the result, he had no doubt that His Excellency had given that advice under the idea that the disallowance or repeal of the Act would be beneficial to the colony. But whatever the original opinions of His Excellency as to this measure, he had no doubt that His Excellency's experience of the measure, like so many other things, was the best judge of what was the result of any proposal. He had no doubt that the Governor's present views were based on views that His Excellency had given such advice would now, no doubt, readily recall it. The measure had been of the utmost benefit to the colony. ( Hear, hear.) There were not two opinions about it in the country. He believed in his hand a return which shortly stated what had been the operation of this Act. The amount advanced upon mortgages of stock, from the 11th October, 1843— the day on which the present Act came into operation to December, 1844, was £385,625 11s.; and the amount advanced upon liens on wool during the same period £148,972 gs. 8d.—in all £507,594 11s. 8d. During the present year, from the 1st April to 31st December, there was advanced upon mortgages of stock £389,860—upon liens upon wool £262,908, or £161,868 during the present year, and £309,452 8s. 11d. since the Act came into force. There could be no necessity for him to put it out the immense benefit which must have arisen from the circulation of such an amount of money; from such advances being made to that particular class, the most important class who received these advances. It was not too much to say that the Act was a measure, scarcely one of those engaged in grazing and pastoral pursuits but must have gone to swell the large list of bankrupts that had unfortunately arisen from other classes of the community. He believed that the greater part of the country were aware of the benefits that the measure had conferred, that he said it ought to remain part of the permanent legislation of the country; it could not be repealed without the greatest injury to every interest in the colony. If a Committee, his object was, to call before that Committee persons of all classes, bankers, merchants, all in fact who had seen the operation of the Act, and who were competent to
The debate on the Report as to the alteration of the Charter was resumed.

Mr. Fisher moved, as a further amendment, that the Council should appoint a select committee, for the purpose of considering this report.

Mr. Jenkins seconded the amendment.

Mr. Thurlow said, that nothing had been advanced which touched the Report materially, except by his friend Mr. Fisher, one of the committee.

The amendment which had been moved by Mr. Macdermott would only arrive at the same result, and which they had already attained; while they would be involved in additional expense.

The committee had done no more than communicate to the Council the whole circumstances of the transaction which they had been appointed to investigate during their inquiries from these facts as they went along; and although some members might deprecated the terms which had been used, it was by the public that their conduct and the real worth of the transaction had to be determined; and the rejection of this report would be tantamount to an approval on the part of the Council of all that had been done by the Warden, the Colonial Secretary, and the head of the Executive.

It was quite probable that the City of Sydney might have been included in the district merely by mistake at the first issue of the Charter; but in such a case as this, the proper course of the Governor to have adopted would have been to procure an act of indemnity from the Legislative Council in the manner as had been done with reference to the defects in magistrates' commissions. Instead of this a public record had been tampered with, and a notice had been published in the Government Gazette for the purpose of inducing the authority of the Governor to alter any of the public records; and although members had expressed a kind of pious horror at the language of the report, they had a duty to perform to their constituents; he would ask, therefore, whether they did not act under an instrument which they believed to be invalid, without taking the necessary steps to inquire into its validity? However, the matter might be determined, he should rest satisfied with having performed his duty in opposition against the unauthorised interference with a public record.

Mr. Fisher's amendment was now put and negatived by the casting vote of the Warden.

The next amendment was that of Mr. Carr, "That the Report be not adopted," and on a division the votes were found to be seven, the Warden therefore was called upon for his casting vote, which he gave against the amendment, remarking that having been
somewhat roughly handled in the report, he could not form his rejection in this manner, lest it should be thought that he was influenced by personal feelings in doing so.

The next question was the amendment of Mr. Macdernott, in which the division was equal, and the existing rule of the Ward being given in favour, the amendment was carried.

Creole.—The word Creole is often, in England, understood to imply a Mulatto; but the term is used in the West Indies, as a term of colour, whether white, black, or of the coloured population.

BIOGRAPHY.

BRINDLEY.

James Brindley, the originator of that system of canal navigation which contributed so much to the national wealth, was born in the parish of Wornhill, in Derbyshire, in 1716. He was the son of a small freeholder, who squandered his interests in rustic dissipation, and could scarcely afford to give him even the rudiments of education. His boyhood, therefore, was spent in rural labour; but at the age of seventeen he left his home, to be apprenticed to a millwright at Macclesfield. He seems to have had an uncommon share of mechanical ingenuity, which enabled him to excel his master in planning and executing orders for machinery more complicated than usual, and caused his services to be eagerly sought and highly prized by those who had occasion to employ him.

At a later period he went into business on his own account, and, by many useful inventions and contrivances, established his reputation throughout the neighbourhood as a skillful mechanical. He gradually obtained a wider range for the exercise of his powers.

In 1732 he erected a remarkable engine to drain some coal mines at Clifton, in Lancashire, by which the working power was a wheel fixed thirty feet beneath the surface of the earth, and driven by water drawn from the river Irwell, by a tunnel cut for near 600 yards through the rock. In 1755 he was employed to construct portions of the works for a silk mill at Congleton, under the superintendence of an engineer, who proved incompetent to the task, and in which he had to finish. Brindley does not appear ever to have executed machinery of the sort required, and he had not even been permitted to see the general model of the mill; but on the incompetency of his superior, he made it his task to finish the work, which he did with skill and success.

Brindley's confidence in his abilities was accordingly born: but the second, on being conducted to the spot where it was intended that the aqueduct should be made, exclaimed, "I have often heard of castles in the air, but never before was shown the place where any such were to be erected." But the Duke of Bridgewater's confidence in Brindley was not to be shaken, and the bridge was undertaken and finished within less than a year.

It is needless now to give the details of works which, though they excited the wonder of contemporaries, have been far surpassed in magnitude by more recent undertakings. One feature in the Duke of Bridgewater's canal however is too remarkable to be passed over; it is connected on the same level for some miles with the river Irwell, by means of a canal cut through the hillside, which is 400 feet deep, and is the work of three years of laborious toil.

And now the Moor,
Up from behind an escarpment hill
Ascending low, till level with its throne,
Her solid Bulk seems to climb the sky,
And velvety her sides, while the shrubs That fringe the sides of her summit, at
The top of her, form her a crimson
Out of her very tree in her relief,
As sculptured do it to her substance.

[To be continued]
country, which might occur from a breach of these embankments, Brindley contrived stops, which were gates so hung as to lie horizontal to the water but could be made to rise when wanted. At certain seasons, indeed, a look at the river was at rest; but to rise close when any current should be produced by the banks giving way, and therefore the escape of any water, except that portion near the beach right between them. It is hardly necessary to add that the result of this, the greatest undertaking hitherto performed by any private person out of his own fortune, has been the realization of an enormous income to the peer who undertook it, and to his heirs.

This success encouraged others to proceed in the same course; and in 1755, a subscription was raised, and an Act of Parliament procured, for uniting the rivers Mersey and Trent, and consequently the ports of Liverpool and Hull, by what is commonly called the Grand Trunk Canal. Brindley bestowed this name upon it, in the expectation that, traversing a large and important portion of the country, it would be the main trunk, from which a number of minor branches would spring. The scheme had been projected so early as 1755, and the ground surveyed, which for the most part offered difficulties. There was no line of high ground, called Harca鑼 Hill, which could neither be turned nor mounted by any expedition that former engineers could devise. Brindley overcame the obstacle by driving a tunnel through it, upwards of a mile and a half in length, and in some parts seventy yards below the surface of the ground. This tunnel, which is ninety-three miles long; was begun in 1756, and finished in May, 1777, less than eleven years after its commencement. In connection with it, Brindley planned and executed a branch which joined the Severn, and thus gave Bristol an inland navigation to Hull, Liverpool, and Manchester.

Some notion may be gained of the impatience which Brindley's energy and skill gave to the system of internal navigation, when it is stated that during the few years which elapsed between the completion of the Bridge-water canal, and his death in 1772, he was engaged in different projects for cutting canals, or for improving rivers, without including those we have already mentioned. Nor shall we now be expected to dwell on the unprecedented increase of trade and manufactures during the last century, and to point out how closely this is connected with our great facilities of internal communication. One thing, however, is too remarkable to be passed over: it was as nearly as possible at the same time that Weir of Arley, and Brindley, were effecting each in his own department, those wonderful improvements in mechanical science, which conjointly have given such vast extent and importance to all branches of our manufactures. Nor could it be supposed that if it were, each of them crippled and imperilled.

Of Brindley's private history, scarcely any particulars are preserved. The following anecdotes, near the bottom of the May of 1774, when he retired to Kipton to proceed from the pen of Mr. Bentley, a partner in the celebrated house of Wedgwood, who knew him well:

When any extraordinary difficulty occurred to Mr. Brindley in the execution of his works, having little or no assistance from books, or the labours of other men, his resources lay within himself. In order therefore to be quickened and uninterupted, whilst he was in search of the necessary expedients, he generally retired to his bed; and he has been known to lie there one, two, or three days, till he had attained the object in view. In order thereto, he would then get up, and executes his design without any drawing or model. Indeed, it never was his custom to make either, unless he was obliged to do it to satisfy his employers. His memory was so remarkable, that he has often declared that he could recollect and execute all the parts of the most complex machine, provided he had time, in his survey of it, to sit in his mind the several departments, and their relation to each other. His method of calculating the powers of any machine invented by him was peculiar to himself. He worked the question for some time in his head, and then put down the result in figures; after this, taking it up again in that stage, he worked it further in his mind for a certain time, and set down the results as before. In the same way, he still proceeded, making use of figures only at stated periods of the question. Yet the ultimate result was generally true, though he could not read he travelled in search of it was unknown to all but himself; and, perhaps, it would not have been in his power to have shown it to another.

The attention which was paid by Mr. Brindley to objects of peculiar magnitude did not permit him to indulge himself in the common diversions of life. Indeed, he had not the least relish for the amusements to which mankind in general are so much devoted. He never seemed in his element, if he was not either planning or projecting some great work, or conversing with his friends upon subjects of importance. He was once prevailed upon, while in London, to see a play. Having never been at an entertainment of this kind before, he had a powerful effect of surprise, and he complained for several days afterwards, that it had disturbed his ideas, and rendered him unfit for business. He declared, therefore, that he would not go to another play upon any account. It might, however, have contributed to the longer duration of Mr. Brindley's life, and consequently to the further benefit of the public, if he could have occasionally relaxed the tone of his mind. His not being able to do so, might not solely arise from the vigour of his genius, always bent upon capital designs; but be, in part, the result of that total want of education, which, while it might add strength to his powers in the particular way in which he was exerted, precluded him from the same degree of instruction which are administered by miscellaneous reading, and a taste in the polite and elegant arts.

The only fault he was observed to fall into, was his suffering himself to be prevailed upon to engage in matters of less importance than he might have been properly attended to by any single man, how eminent soever might be his abilities and diligence. It is apprehended that, by this means, Mr. Brindley shortened his days, and in a degree abridged his usefulness. There is, at least, the utmost reason to believe, that his intense application in general to the important undertakings he had in hand brought on a hectic fever, which continued upon him, with little or no intermission, for some years, and at length terminated his life. He died at Ternhurst, in Staffordshire, on the 27th of September 1772, in the fifty-sixth year of his age, and was buried at New Chapel in the same county. The vast works Mr. Brindley was engaged in at the time of his death, he left to be carried on and completed by his brother-in-law Mr. Heushall, for whom he had a peculiar regard, and of whose integrity and abilities in conducting these works he had the highest opinion.

"The public can only recognise the merit of this extraordinary man in the stupendous undertakings which he carried to perfection, and exhibited to general view. But those who had the advantage of conversing with him familiarly, and of knowing him well in his private character, respected him still more for the uniform and unshaken integrity of his conduct; for his steady attachment to the interests of the community; for his constant and unvariable habits, which seemed to have a natural affinity with all grand objects; and for so many noble and beneficent designs, constantly generating in his mind, and which the multiplicity of his engagements, and the shortness of his life, prevented him from bringing to maturity."

AUSTRALIAN GEOLOGY.

FROM THE PROCEEDINGS OF THE GEOLOGICAL SOCIETY IN LONDON.

On a fossil Pine forest at Kurwar-kurram, in the inlet of Awarua, on the Eastern Coast of Australia. By the Rev. W. B. Clarke, A.M., F.G.S.—A paper read the 22nd February, 1843.

Awarua is one of those inlets which occur at frequent intervals along the eastern coast of New South Wales, and which, from their sea-entrance being usually narrow and blocked up with drifted sands, are by the natives called Lakes. In the inlet of Awarua, the celebrated Lake Macquarie, is the largest of the inlets of that description between Port Stephens and Broken Bay. Its sea-entrance lies fourteen miles to the south of the mouth of the Hunter River, nearly in 32° south latitude. This inlet occupies a portion of conglomerate and sandstone, with subordinate beds of lignite and coal, which extends from the Hunter River southwards towards Bribie Water. The lignite constitutes a considerable part of the Australian coal. This formation, owing to its beds along the shores of the inlet being placed horizontally, and being divided by nearly vertical joints, gives rise, both in a longitudinal and transverse direction. It forms along the coast a low range, which, except at the entrance, divides the lake from the sea. Within the lake a series of extensive shallow bays, bounded on the water's edge by steep cliffs, run out like fingers, far up into the country. The water of the inlet is for the most part very deep.

On the western side of the lake, and nearly opposite its sea-entrance, a promontory, bounded on either side by a bay, is formed by the Tibarrenna mountain, which stretches from the S.E. to the N.W., and in the latter direction ends abruptly in a lofty but not very precipitous escarpment; this sudden termination is occasioned by a