Indian Tribes in the United States.

By statements from the Indian Bureau of the Department of the Interior, it appears that the total number of Indians within the limits of the United States territories, is 314,622. The larger tribes are as follows:--Choctaws, 17,000; Cherokees, 19,730; Creeks, 25,000; Sioux, 27,423.

British Iron Mail Steamers.

Thirty-five iron steamers, most of them monster ones, will be added to the fleets of the mail steampacket companies this year. Twenty four are already afloat and eleven are building. Thirty of them are screws, and five paddle-wheels. These are the class of vessels that will have to be depended on as a Marine Police for the protection of British commerce, and the punishment of pirating vessels of the enemy, in case of a war between Britain and any other country.

Wells in the Sahara Desert.

Up to the year 1860, fifty wells had been sunk by the French in the Great Sahara Desert, producing 7,920,000 gallons of water per day.

Miscellaneous.

Ancient and Modern Engineering.

The Practical Mechanic's Journal, in an introduction to an article on recent improvements in contractor's plant, says :--

civilized and learned races of man, and within the last two centuries only, belongs the power and the glory of having conferred motion upon insensate matter, and, with motion, obtained command of the force that produces it-of force detached in fragments from the great cosmical machine indirectly and by the agency of pure intellect, as distinguished from that compelled by the action of the will from our own muscles or from those of others. Apart from this, there is much less to exalt the most modern over the most ancient structural engineering than is commonly supposed. Two words, in fact, comprise the germ of all modern engineering improvement--coal and steam. Iron and coal together have given us steam power, and every advance that we hourly make in the many-sided improvements and applications of the latter, will be found preceded by advances in the manufacture and treatment of iron, or by making more plentiful or by the economizing of fuel. At this moment, who shall set limits to or appraise the future value of what steel in every shape-in masses of any size and as cheap as iron-and liquid coal fuel have in store for the coming generation? In enormous magnitude, in grandeur of conception, and all that makes majesty and perfection in execution, numbers of the oldest monuments of the world contrast favorably with our latest and greatest engineering works. The tanks of India and Ceylon, with their gigantic bunds, though so old that the very names of the men who planned and constructed them are often unknown,

stand advantageously in comparison with the greatest reservoirs made in Europe. Before the Heraclidan blood was known in Greece, its inhabitants had drained a great lake district by a tunnel in limestone, the rains of which are no mean competitor to that of Mont Cenis. The cyclopean masonry of Holyhead or Portland, in its huge, uncouth, and grand fifteen-tun blocks, is excelled by that which sits unmoved by earthquake, and from which the tool marks have not been removed by thirty centuries, in the walls of Baalbec and Tadmor. The obelisks and lintels of Luxor, of Karnak, of Philæ, nay, of our own Stonehenge, are of blocks to quarry and to elevate which might make a reputation even now. At Syracuse, in Greece, in Egypt, we find the quarries out of which such blocks have come, wrought with as much or more skill, and upon as vast a scale as those of Caen, Portland, or Peterhead. What amongst the earthworks or masonry of our own railways, or of the still more remarkable works of some of those of Europe or of India, can we point to in magnitude more impressive than the Birs Nimrood, or the Pyramids of Thebes, or even than the mighty raths of Northern Europe, or the terraced mounds of Mexico, Texas, and Central America? And to pass from mere size to evidence of skill, may not the tombs and minars of India, the rock-sculptured cave of Elephanta, the stately walls of Persepolis, the domed treasury of Atreus or, in far later days, the aqueducts and bridges of the Romans-Alcantara, the Pont du Gard, the mole of Pozzuoli, the minster towers and spires of medieval Europe-match the best that we have done to day? Of taste, the æsthetic element of skill, we need say nothing. The ancients are our confessed masters, without the necessity of glass domes and the 'Board of Trade' order to prove that we cannot even imitate them."

Prevention of Foul Air from Sewers.

The effluvia which escape from sewers, in the very attempt to ventilate them, are of a very pernicious character, and have often been productive of mischievous effects. M. Robinet, a French chemist, has devised a very effective means of freeing the sewers from them. His plan has already been carried out on a small scale. He proposes that the furnaces of factories shall derive their supply of air from the sewers ; the latter will thus be emptied of their mephitic gases, which will be destroyed by combustion, fresh air from the atmosphere supplying their place. He calculates that if the combustion of only 70,000 tuns of coal can be thus economized annually in Paris, or only a tenth part of what is burned there, the sewers will be supplied with about 140,000,000 cubic feet of fresh air (that is, more than seven times their contents) daily .-- Mechanics' Maguzine.

[This is a better plan than that practiced in New York, which is to exhaust steam into the sewers; and which, as may be seen in Fulton, Spruce and other streets, drives the foul air out of the sewers and into the streets and buildings. If, instead of this, the foul air were sent through the fire; and if, as Mons. Robinet says, it would thereby become purified from offensive odor, it would be a great relief, as we too well know, having been annoyed by foul