

quintal, Zurich 23f. 50c. per quintal, Vienna 17f. 90c. per quintal, Turin 24f. 25c. per quintal, Genoa 25f. 35c. per quintal, London 26f. per quintal, Liverpool 25f. 85c. per quintal, St. Petersburg 22f. 80c. per quintal, Odessa 17f. per quintal, New York 24f. 25c. per quintal, Alexandria 18f. 50c. per quintal, and Santander 19f. 50c. per quintal. The highest price would thus appear to have prevailed at London; and the lowest at Odessa.

Progress of Patents in United States.

Year.	No. of Applications.	Patents issued.
1850	2,193	995
1851	2,258	809
1852	2,639	1,020
1853	2,673	958
1854	3,324	1,902
1855	4,435	2,024
1856	4,960	2,502
1857	4,771	2,910
1858	5,364	3,710
1859	6,225	4,538
1860	7,653	4,819
1861	4,643	3,340
1862	5,038	3,521
1863	5,133	3,780
1864	6,740	4,637
1865	11,860	6,220

Streets and Traffic of London.

The crowded condition of the streets of London—that is, of the City—has been made the subject of a report by Mr. William Haywood, engineer of the Commissioners of Sewers.

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According to the figures of Mr. Haywood's report, the population of the metropolis was 958,863 in 1801; and in 1861—the time of the last census—it had trebled itself, and was 2,803,989. It may therefore be assumed that the population doubles itself in about 40 years, and that, therefore, 40 years hence there will be six millions of souls dwelling within the metropolitan area. Within the 10 years—between 1851 and 1861—the resident population in the 10 most densely peopled districts of the 26 comprising the whole metropolis had decreased. The future density of the population of the yet uncovered area of the suburbs has been calculated, for purposes of the sewage interception scheme, at 30,000 per square mile. The area of the City is nearly 1 square mile, and the population diminished from 129,387 in 1851, to 113,387 in 1861, when it was lodged in 13,431 houses, at the rate of 8½ inhabitants to each house. This resident population is likely to still further decrease, as it will pay to erect lofty warehouses or tires of offices on the valuable ground now occupied by private houses. The sleeping population is mainly composed of the poorer labouring classes and of those left in charge of the various premises. The real population is that which frequents the City every day for business purposes—which goes there to make money, invest money, to lay out money, or to draw money; for it may be assumed that, of the multitudes who crowd the City thoroughfares on foot and on wheels, an infinitesimal per centage come for pleasure purposes.

The public ways of the City consist of 7 miles of main thoroughfare, 28 of collateral thoroughfare, and 15 of minor streets, courts, alleys, passages, &c. In 1860 there were 48 points of inlet to the City, the total traffic of which was, on certain days, taken by the police. These inlets consisted of 3 bridges; 83 carriage-ways, with footways; 3 were footways only; 6 were steamboat-piers; and 1 was a railway-station. Since that date 4 more railway-stations have been opened, and a fifth will shortly be opened. In 1848, upon a day in May, the total number of persons entering the City between eight o'clock in the morning and the same time at night was 315,099; twelve years afterwards the number of persons entering the City was 700,000—that is to say, nearly a fifth of the whole population of the metropolis. Mr. Haywood calculates that increase of population and increase of traffic have raised day visitors of the City to three-quarters of a million, or as many as the combined population of St. Marylebone, St. Pancras, St. George, Hanover Square; Islington, and Lambeth in 1861; three times the population of Liverpool, four times that of Manchester, and more than the total population of Dublin, Edinburgh, and Glasgow combined. "And this is the true population of the City." Of those entering the City in 1860 there were walking 535,535; on wheels, 171,068; making a total of 706,621. Between 1850 and 1865 the mean increase of wheeled conveyances of all kinds at eight principal City inlets was 56·50 per cent. in 15 years ending in 1865; while during the same period the metropolitan population had only increased 33·62 per cent. Of the daily foot-traffic 54 per cent. entered by eight inlets, which are also the principal ways for wheeled traffic. The chances of accident at street crossings may be estimated from the following figures:—There crossed between eight a.m. and five p.m., at the junction of Mansion House Street, Prince's Street, Threadneedle Street, Cornhill, and King William Street, 56,253; at King William's Statue, by Cannon Street, and in various directions, 42,395; at Ludgate Hill, Fleet Street, Farringdon Street, and New Bridge Street, 37,075; at Cornhill and Leadenhall Street junction, 28,080. The great streams of traffic go first north and south; and, secondly, east and west. London Bridge is the narrow strait through which this ever-increasing north and south traffic is principally forced. The districts on each side which must use London Bridge contain a population of little short of a million. For this traffic there is one bridge, with a carriage-way of 35 feet wide, and two footways of 19 feet together. In ten years to 1860, after the Brighton Railway opened its Victoria Station, the wheeled traffic over London Bridge had increased from 13,000 to 16,000. Between 1860 and 1865, new Southwark Street was opened and Charing Cross Station, and Southwark Bridge was made toll-free; nevertheless, the wheeled traffic of London Bridge had risen to 19,400.—*British Gas Light Journal*.

DR. GALLARD stated, in a paper to the French Academy, that in many districts where intermittent fevers had prevailed from time immemorial, the drainage effected by railway works removed these disorders.