

implements, and coins galore have been collected. Some of the edge tools are still fairly keen. On one tile there is the impress of a baby's foot, on another the distinct outline of a sandal. The ornamental iron work and pottery show that the Ibero-Celts (good word for ancient Britons) were fairly well civilized.—*The School Newspaper.*

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WHEAT FROM INDIA.—The Bombay papers received by the last mail describe the extraordinary export of wheat from that port during the past few weeks. *The Times* of India says that every warehouse near the docks and every available piece of open ground were occupied by towering tiers of bags filled with grain, awaiting the arrival of ships to take it away to other ports, where abnormal prices have been paid for it, and where its arrival is eagerly awaited. In 1874 the total shipments of wheat from Bombay were 33,071 tons, while in 1886 the figures went up to 617,834 tons, this being the largest total shipped up to the present year. But never since 1874, the year when the wheat trade practically begun, have the receipts of wheat in Bombay been so large, or nearly so large, as in the first four months of the current year. They reached during that period the enormous total of 198,097 tons, as compared with 97,420 in the corresponding four months of the previous year, and 178,686 in the same period of 1886. Steamers representing a total carrying capacity of between 350,000 and 400,000 tons were expected to load in Bombay in the course of the present month; and, in spite of this large carrying accommodation, it will be no easy matter to get the bags, or, at least, those that are not under cover, shipped before the rains. The receipts continue to be so great that as fast as the ground is cleared

of one consignment it is occupied by another. The real cause of this unprecedented traffic is the damage sustained by the French wheat crop, which is likely to be about 25 per cent. under the average. The traffic over the different railway systems terminating in Bombay has been gigantic during the past few months. As recently as 1876 wheat was rotting in the Central Provinces, which is now regarded as the granary of India, on account of want of transport; but owing to the railway extensions carried out since that time—the through route to Calcutta being one of the most important—the number of growers has increased materially, and it is now worth their while to produce grain extensively. The lines have been overcrowded with grain, the receipts in Bombay being so vast that the greatest difficulty is experienced in finding warehouse accommodation for the hundreds of tons which are daily brought in from up country. Indeed, the competition for accommodation is so great that the rentals have gone up to more than 100 per cent. beyond the ordinary charges. The price of labour and cost of carting have also increased. — *The Free Press, London.*

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WHERE THE DAYS BEGIN.—THINGS TEACHERS WILL REFER TO IN SCHOOL.

—According to the way in which the arrangement is now carried out, the first land that the new day dawns upon is Easter Island, about 280 miles west of the coast of Chili, South America. That is to say, that the 2nd of July breaks here within a few hours of the 1st having broken on the American coast to the east, and the two days run alongside—the 2nd in Easter Island and places west, the 1st in all places on the American Continent. We may, therefore, realize this idea—that at 7:20 o'clock