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To the Binder.

☞ The single leaf at the end of the previous Part, to be cancelled in binding.

chintz cloths, which are a coarse manufacture. There is a mosque at it, built by Amunzebe.

Next in importance to these places are Sambre, Pokrun, Peepar, Sojut, Jaitarun, Parbusir, Deedwana, Fullodee, Wallotra, and Ryepoor, all of a considerable size, and each having a population of about five thousand.

There are few forts or strongholds in Joodpoor, from the absence of hills, and scarcely any of the smaller towns are walled. Jalore and Seewannu are the most celebrated; both are hill forts; the former has about fifteen thousand people, and the fortification on the hill over it is the strongest place in Marwar. It is the state prison of the rajas of Joodpoor, where the turbulent characters or rebels of the state are confined; and it has been often the abode of the younger relatives of the reigning prince. The present raja, Man Sing, was besieged in Jalore for three years; and his success in warding off his enemies for so long a period was attributed to a Jogee, which is said to have induced his prepossession for that class of men.

Seewannu is built on a precipitous rock, about two hundred and fifty feet high, in a valley surrounded by hills. A detachment of two hundred men is generally kept here, for it is a place of some importance, and narrowly watched by the government. The works of the fort are inferior, but it has abundance of water. The town lies south of the fort, the only entrance to which leads through it.

Seewannu and Jalore are at the head of districts, as are all places mentioned in this paragraph, except Peepar and Wallotra. Sachore is the most southern portion of the Joodpoor dominions; but that district, and those in its vicinity, have never recovered the effects of the severe famine of 1813, which has left the country around thinly peopled and poorly cultivated.

ALEX. BURNES.

VI.—*Geographical Memoir of Melville Island and Port Essington, on the Cobourg Peninsula, Northern Australia; with some observations on the Settlements which have been established on the North Coast of New Holland.* Accompanied by a Map of Melville and Bathurst Islands, and a Plan of Port Essington. Communicated by Major Campbell, 57th Foot, formerly Commandant at Melville Island. Read 12th and 20th May, 1834.

Very little correct local information on a most interesting part of the northern coast of New Holland and its neighbouring islands has yet been laid before the public, arising probably from the little attention that has hitherto been paid to this distant and not thoroughly explored portion of our British dominions, as well as

from the few opportunities that navigators or others have had of minutely examining its shores or interior. Many exaggerated, contradictory, and erroneous accounts have thus from time to time appeared, conveying but confused and unsatisfactory intelligence respecting that part of the world. And I have been induced, therefore, at the request of several friends interested in geographical science, to furnish what information on the subject I can, resulting from a residence of two years on this coast.

Experimental Settlements.—Two settlements were formed on the north coast of New Holland between 1824 and 1828, and subsequently abandoned. One of them was placed in Apsley Strait, in 1824, the other in Raffles Bay, in 1827; and the intention of their formation, with the causes which led to their being ultimately abandoned, being either little known or misunderstood, I shall first explain these points.

Previous to 1824, some masters of small trading vessels, who had been carrying on a traffic with the islands in the Indian Archipelago, found the trade they had thus embarked in of a description that promised a profitable market for European goods; and they also observed that several articles of traffic amongst these islands were obtained on the northern coast of New Holland, “such as *bêche la mer* or tripang, and pearl and tortoise-shell.” They therefore naturally concluded that a British settlement on that coast might materially facilitate a commercial intercourse, not only with the inhabitants of the numerous islands in the Indian Archipelago, but also with the Chinese; and these observations, on being represented, meeting with a favourable consideration in the Colonial Department at home, and Government evincing an anxious desire to extend our trade in the Indian Seas, arrangements were soon afterwards entered into for carrying the views founded on them into effect.

Captain Bremer, C.B., (then commanding H. M. S. Tamar, and about to proceed from England to New South Wales on his way to India,) received instructions to take charge of an expedition which would be fitted out at Sydney, to proceed with it to the north coast of New Holland, and to establish a settlement on such part of that coast as he found would be most likely to answer the intentions of Government. The settlement established on Melville Island was the result, of the formation of which I shall now give a short account.

The materials being prepared at Sydney, Captain Bremer sailed from Port Jackson on the 24th August, 1824, having under his command (besides his own ship) two vessels, in which were embarked two officers and fifty soldiers of the third regiment, a surgeon, two gentlemen of the Commissariat Department, and forty-five convicts, with cattle and various stores. The expedition proceeded by the inner passage, through Torres’ Strait, and