

is more economical in the end to use a hard stone of the greenstone type for roads, though the first cost may be considerable, rather than a soft stone, which though cheap at first, may be perishable; just as steel rails for railways have proved their superiority in the matter of cost, in the long run, though at first much more expensive than rails of rolled iron.

The following are analyses of three specimens of diorite from the 'Sanctuaries,' St. Mewan, Cornwall:<sup>1</sup>

	I.	II.	III.
Silica .....	47.66 .....	47.32 .....	47.79
Alumina .....	17.50 .....	17.15 .....	17.83
Oxide Iron .....	21.94 .....	22.60 .....	22.49
Lime.....	4.20 .....	4.03 .....	4.10
Magnesia.....	trace .....	trace .....	trace
Potassa .....	2.43 .....	2.33 .....	2.15
Soda.....	5.19 .....	5.27 .....	5.88
Sulphur .....	trace .....	trace .....	trace
Phosphoric Acid.....	0.16 .....	0.18 .....	trace
Titanic Acid .....	trace .....	trace .....	trace
Water .....	0.83 .....	0.18 .....	0.76
	<u>99.91</u>	<u>99.70</u>	<u>99.91</u>

**GABBRO.** A name proposed by L. von Buch for a rock composed of labradorite and diallage, smaragdite, or hypersthene, and usually some other minerals.<sup>2</sup> It is variable in composition, and not of frequent occurrence.

**DIABASE.** (Hyperite, Scandinavian Trap.) A crystalline-granular compound of oligoclase, labradorite,

<sup>1</sup> Phil. Mag., Feb. 1871.

<sup>2</sup> B. von Cotta, Eng. vers, p. 150.