

rect in our facts, and anything near correct in our figures, certainly to withhold assent, or, by blundering complications, imperil the scheme, would be little short of a crime on the part of the Legislature.

If we may be permitted to regard so important a national question from a local stand-point, how much more strongly should the scheme commend itself to the people of Victoria—of Vancouver Island. To bring the great trans-continental railway some twenty-two miles nearer is, in itself, something which cannot be regarded with indifference on this side of the gulf. To bring it to the only point from which it can be successfully connected with Nanaimo by means of a steam ferry, and thus be made practically to terminate at Esquimalt, is a consideration of still greater magnitude; and in this light it would indeed be strange if the scheme did not receive hearty endorsement at the hands of every island member.

Owing to an unforeseen *contredanse* an engraving of Victoria and its vicinity is not to hand, it will however be produced with other like illustrations in our next number. The engravings of Queen Charlotte Islands, etc., are from photographs by R. Maynard, of Victoria.

UNSOLDIERLIKE CONDUCT.—During the Peninsular War a large number of French officers broke parole. A striking instance was that of General Lefevre Desmonettes. Slightly wounded in the head at the cavalry action of Benevento, and sent to headquarters, he arrived magnificently dressed in scarlet and gold as General of the Imperial Hussars. Sir John Moore received him in the kindest manner, and, seeing he was bleeding, immediately sent for some water and washed the wound himself, gave him fresh linen, &c., and sent in a flag of truce to request that his baggage might be allowed to come to him, which was permitted by Napoleon, and that night it arrived, with several horses and servants, &c.; for the French Generals are always a great proportion of baggage. When General Lefevre was dressed, and just before we sat down to dinner, Sir John Moore asked him if there was anything he wished, upon which Lefevre cast a glance at his side (his sword having been taken from him when made prisoner), and then looked at Sir John Moore, who, comprehending what he meant, shall the high feeling of a soldier and the grace of a perfect gentleman, unbuckled his own sword from his side and presented it to his prisoner, who, I grieve to say, for the honour of his profession deserved it. Lefevre Desmonettes broke his parole of honour, and made his escape from England some time after Napoleon's death! was justly disgraced by Napoleon, though he was allowed to serve afterwards, and at last died in exile in America.—*Passages in the Early Military Life of General Sir G. T. Napier. Written by Himself.*

ELECTRICITY.

ANTI-BURGLAR ELECTRICITY.—The Brussels mail carts are now provided with electrical alarms, which give immediate warning to the driver of any attempt to get at the contents.

THE ELECTRIC LIGHTING ACT.—The electric lighting interests have, says the *Pall Mall Gazette*, commenced proceedings against the Electric Lighting Act of 1882, which is now so generally regarded as a failure. A committee has undertaken to organize a movement for the repeal of the impossible clauses in the Act of that year. More freedom to develop our industry, according to the light of our own practical experience is the demand of the electricians.

THE ELECTRIC LIGHT AT THE CRITERION THEATRE, LONDON.—Visitors to the Criterion Theatre during the hot weather, experienced to the full one of the many advantages of the electric light. The temperature of the theatre was lower than the outside air, with a purity of atmosphere. The light lends itself to stage effects with greater facility than gas, and can be used for novel and artistic arrangements in the body of the theatre, in situations which are impossible with any other illuminant. The lamps number 360 in all. The regulating apparatus consists of ten dials, each subdivided into thirteen segments controlling the circuits by means of German silver wire resistances. The overhead buttons can be regulated separately, or worked simultaneously, as was shown during the recent performance of "Featherbrain," in which a daybreak effect had to be produced by gradually increasing all the stage lights from a dull red to full incandescence.—*Electrician.*

BRAKE WORKED BY ELECTRICITY.—The Walker brake, worked by a current from a dynamo on the locomotive, has been tried on the Alta Italia Railway. In each wagon, one of the axles is surrounded by a loose metal sleeve. When the current passes, it causes some pieces of soft iron to enter recesses, thus engaging the sleeve with the axle so as to revolve with it. A steel chain, attached to the sleeve, acts on a system of levers which tighten the brake blocks on the wheels. On the line between Turin and Orbassano, a train running at about 15½ miles an hour was pulled up in six seconds and in a distance of 60 feet.

TELEPHONY.—Servia boasts one telephone line ¾ of a mile long. Bulgaria and Luxembourg do not believe in the telephone; at all events, they have not a yard of line at present. Turkey has three lines only aggregating about 25 miles.

TELEGRAPHY.—The new cable laid by the Dominion Government a few weeks since, in the Strait of Fuca, connecting Victoria with the American lines at a point near Dungeness, W. T., is defective. It is most unfortunate that the government should be unable to find an experienced man to handle their bits of cable, and thus avoid this constant, and expensive bungling in the department, and the consequent weariness to those whose business demand a better service.