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Telegraphic communication is now established between Winnipeg, Pelly and Bittle River, over 500 miles.

No less than 14 000 rockets were taken out with the Serapis for pyrotechnic our poses during the stay of His Royal Histories the Prince of Wales in India; but the fleet said to have nearly exhausted its sore, and several thousands more have been minufactured in the Royal Luberator, and will be transmitted to Bombay withall despatch. None of the rockets issued from the Government works were for sophys on shore, which were chiefly arranged by private manufacturers from England.

Broad Arrow, Jan, 15, mentions a curious fact about the new Kussian iron-dada called Popovkas, referring to the volume of Punch for 1847 48, page 233. It there find pictured a small fleet of such circular shipscruising in the Channel, and in the letterpres this form of thip is recommended (ironicaly, no doubt) to the consideration of the Atmiralty as an improvement on the form of ships the government were then building Now in its old age the Admiralty is t king Punch's advice.

The war in the Malay peninsula between the British and some of the native chiefs come to a practical termination on March 20, by the surrender of the Rejoh Ismail t Penang. By what circumstances the sur render was brought about is not yet known. but it is thought that he must have been blockaded. The direct object of the British in their military operations in Persk has been to punish the natives for murdering Mr Birch, the English Resident, and three out of his pine products. out of his nine murderers are now in cus tody, besides Datu Ergor, the chief who was present when the morder was committed. In the war, Sir William Jeryois has been as: sisted by the good will and co operation of many of the Malay cliefs, who have not sympathized with the hijah Isma'l and his party.

An official testing of the merits of the "Makaroff safety mat' for stopping leaks in vesse's took place on the 13th inst., at Keylam. This new contivance was sent down to Devenport by the Admiralty a short time since to be reported upon. The trial came off at the inner raisson, at the entrance to the south basir, and at low water the water was allowed to flow out of the lock, the outer casson being taised for that purpose. In the inner offision about twelve feet down is a sluice, about eighteen inches square, that passes through the cais. son, and at that aperture the mit was tried. Some pigs of ballist, with blocks attached, were lowered to the bottom close to the caison, and through those blocks ropes were rove, and made fast to the two lower corners of the mat to haul it down over the The valve of the sluice was then aperture. opened full; but from the great rush of water through, the men failed in hauling the mat over the operture. The valve was then half closed, and the mat secured over the hole. The leak was not then fully the hole. The leak was not then fully stopped; but the leakage was not more than a ship's numps could have cleared This test could hardly, however, he said to be fair, for in a ship the ropes attached to the lower end could have been passed under the bottom and up the opposite side of the vessel and the mat brought opposite the bile before it was hauled close to the side; but on the other hand, in an actual collision, there would be no valve, to have reduced the inrush of water. The mat appeared to be too stiff, at when it was over making test of the collision.

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| Collision to Describe the collision of the coll

the aparture and confined there by the pressue of water, its edges were forced off from the side of the calsson, and such a desect in an actual case of necessity with a ship passing through the water would be likely to spoil, all, for the water would get between the ship and the mat, and the mat would be soon lost.

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