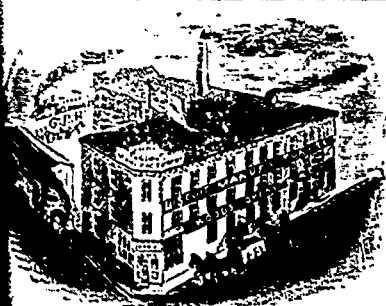


iously accomplished by the greatness of the transmitted power compared with the resistance of the conductor." If this be strictly true, the steam and iron horse may get a rest.

The first electric railway for the carriage of passengers was seen at the Berlin Exhibition in 1879. Shortly after, 82,000 passengers were carried at the Exposition at Paris. They were not exactly toys, and yet they were not full-fledged. The distances were short, and the gauge was ridiculously narrow. In May, 1881, an advance was made by the opening of an electrical railway in the suburbs of Berlin. It was 3 miles long, and the speed had risen to 30 miles an hour. The next electrical railway ran to the Giant's Causeway, in Ireland. There are also little roads in Austria and Holland and under the Thames. The last was successfully opened in Cleveland, Ohio, about the middle of last month, America is not usually so slow in using new things, nor have her inventors been backward in attacking this problem. Daft and Edison and Field have each declared their systems perfect. But we believe no electric locomotive has yet earned a dividend. Dynamos seemed to be like racehorses—neither handsome nor very useful at low speeds. When they are harnessed and brought down to practical velocities they are at a disadvantage. Obviously a locomotive which shows its best results only when rivaling the speed of a gale leaves something to be desired. When such speed can be used safely (as upon a miniature track designed for the carriage of parcels, such as, for instance, mails), extreme rapidity can be obtained. Mr. Banchell, an Englishman, has devised a single-track railway of this description, upon which he proposes to make 200 miles an hour. Perhaps this department of electricity promises better than this one of transportation, although as yet lags a little behind its fellows.—*The Southern Miller.*

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