entertainment from the volcanic eruptions of flame during a period of thaw. The " ideal method," the use of some form of battery by which each car is made an independent unit, has been tried again and again. There is no doubt of the possibility of running cars in this way. The houble is that the imperfections and the vagaries of the secondary battery, or "storage" battery, make it impossible for any company to pay dividends on a modern basis of fares and traffic. When some of the patient workers in that field-and there are many-have found a primary battery into which we can feed coal or iron, or some other relatively cheap material, as we now feed coal into furnaces, then we may pull down our trolley wires; but not until then, if we want cheap and comfortable electric traction.

The storage battery, although so far unsuccesful, in competition with the "cheap and nasty" trolley, finds its field elsewhere. It will not bear jolting and rough handling in its present form, and for that reason it cannot succeed even in train-lighting. Not to go into the question of its use in house-lighting, and 10 such work as electro-plating, the propulsion of small boats electrically must be accomplished by means of storage batteries. The city of Philadelphia has recently equipped a small electric launch for use as a harbor police boat, and the uses for boats so propelled will undoubtedly multiply. The advantages of such boats are very evident, and the disadvantages of storage batteries for propulsion on land are of less moment when they are applied to propulsion on water. A use of the storage battery, which seems less likely to become generally successful, lies in its application to the driving of road vehicles. Here, the question of expense is relatively unimportant, as such carriages have been, so far at least, for pleasure purpose only.

The possibility of the successful transmission (f power electrically was demonstrated some years ago. It has been practised on a small scale in many instances, and we are now awaiting with interest the completion of the great undertaking of utilizing a portion of the power of Niagara Falls in this way. There can be no doubt of the success of the industrial city near by which is to be supplied with power from the central plant at the Falls. The commercial success of the plan for transmitting power to Buffalo and other points farther away from the source is less assured, but will depend largely upon the perfection of details. Of course our systems of electric street railways aud city lighting are only particular cases of power transmission, although not generally included under that head. The railways have extended rapidly over considerable distances of country roads, and the next development for which we must look in that direction is the application of a similar method of propulsion to certain portions of existing steam roads. The use of electric motive power for such roads would be attended with certain advantages where the traffic is heavy. Elecric motors are better adapted to the attainment of high speed than steam locomotives of the type in universal use, and the distribution of power from a central station is more economical than the use of independent units in cases where the station can be fun at nearly its full capacity all the time. The absence of smoke and dirt would contribute greatly to the comfort of passengers, and in some cases to their safety. For these reasons an electric locomotive is to be used in hauling trains through the Baltimore tunnel, and the most recently equipped underground road in London uses electric traction. The displacement of any existing system by a new one is always a slow