ELECTRIC RAILWAY DEPARTMENT.

THE NIAGARA GORGE ROAD.

THE accompanying illustration shows the present condition of the Gorge electric railway at Niagara, which recently passed into the hands of a receiver. The expense of maintaining the road in running condition, coupled with the shortness of the season during which a paying traffic might be counted upon, were the chief causes which brought failure to the enterprise. It is reported that the road will pass into the hands of the syndicate which is said to have recently secured control of the Buffalo street railway and the electric railway lines tributary to that city, including the Niagara Falls Park and River Railway.

Doubtless the promoters of this deal have in view the great exhibition which is to be held in Buffalo two years hence, which should provide a tremendous business for these electric roads and make handsome profits for the owners. The Gorge road could no doubt be made to pay as a part of such a system, but a considerable expenditure must be incurred if the lives of passengers are to be safeguarded. Some means is required of protecting the roadbed, cars and passengers from the masses of rock which are constantly loosening and tumbling down from the embankment, as shown in the illustration.

THE NIAGARA GORGE ROAD.

A NEW ELECTRIC RAILROAD AT QUEBEC.

THE line of railway between Quebec and St. Anne de Beaupre (the seat of the celebrated religious shrine visited yearly by thousands of pilgrims), which has hitherto been operated by steam, is to be transformed into an electric road. A contract has been given to Messrs. Ahearn & Soper, of Ottawa, for the necessary equipment.

The generating apparatus consists of one 600 k.w. AC. DC. Westinghouse generator, two 300 k.w. Westinghouse self-cooling step-up transformers, complete switchboard for generating station, one 200 k.w. Westinghouse rotary transformer, two self-cooling transformers, complete sub-station switchboard. Also 25 cars, which will be manufactured at Ahearn & Soper's car works. Some of the cars will be equipped with 12-A 30 h.p. Westinghouse motors, and some with 38-B 50 h.p. Westinghouse motors. The long cars, which will be used between Quebec and St. Anne de Beaupre, will each be equipped with four Westinghouse 50 h.p. motors.

AN UNDERGROUND ELECTRIC RAILWAY.

A CORRESPONDENT of the Toronto Globe thus describes an electric trolley line which he discovered in operation in a British Columbia mine: "On the other side of the shaft is the electric trolley, which is gradually displacing, though it cannot entirely supersede, the ubiquitous mule. The track is three miles in length and the accommodation not as enticing as that provided by the Toronto Railway Company. It would compare unfavorably even with the style of Sir Frank's regime, but what it lacks in display it makes up in speed. A bag of shavings on the bottom of a rattling, jolting, roaring and rocking box car makes an excellent seat. The guide has similar accommodation in the car behind, and then comes a long train of noisy empties. Beyond the three empties in front is the engine, lit by an incandescent globe and the light in the motorman's hat. Sometimes it disappears around a sharp curve, but the rattling, jolting cars chase after and bring it into view. The great weight of rock above is sustained by a succession of upright and cross timbers, making a continuous arch above the rushing train. Sometimes the timbers, which seem to be flying past overhead, descend close to the top of the engine and the motorman lowers his head for safety. An electric shock threatens the head that rises against the wire, and a more substantial shock is awaiting the head that rises anywhere else. But without any printed warnings to passengers both heads and arms are kept out of danger. Speed slackens, the arch grows wider, the cars jolt over a switch and come to a standstill. It is the siding where the returning train of full cars must be passed, and already the