

Almost as great a feat as the digging of the wheel-pits and placing the turbines at the bottom, was the excavating of the tunnel to carry off the waste water. This tunnel, which is 7,000 feet long, starts near the bottom of the wheel-pits and empties into the river just below the Suspension Bridge. It is horseshoe shaped, is 21 feet high, and 19 feet wide in the curve. It is lined with brick, overlaid with rubble above, and the outlet is closed for 200 feet back with heavy cast-iron plates.

An elevator descends to the bottom of the wheel-pits, where there are four galleries which enable the engineers to pass round the turbines and examine the workings.

A company has been incorporated under the name of the Cataract Power and Conduit Company for the purpose of furnishing electric power to the city of Buffalo from the Niagara Falls plant. The lines through which it is sent are capable of transmitting 40,000 horse-power.

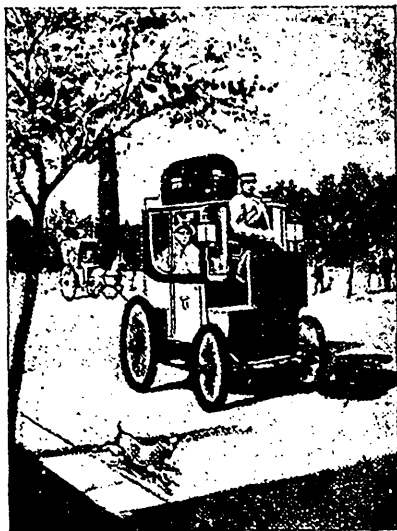
The present power-station at the Falls, when fully equipped, will contain ten dynamos, the combined capacity of which will be 50,000 horse-power.

The tunnel through which the waste water is discharged is the largest in the world, and of sufficient size to carry away enough water to develop 120,000 horse-power. Even this great volume of water diverted from its natural channel will not perceptibly lessen the 7,000 tons which leap over the precipice every minute.

THE HUMAN BODY AS A CONDUCTOR.

A curious telephone incident is noted in an exchange. In some way the telephone wire had been cut, and previous to repairing it two young men undertook a novel experiment. One of them took an end of the broken wire in each hand, the other proceeded a distance of four miles to the store where the receiver was located and rang up an adjoining town beyond the break. Although the one holding the wires received a severe shock he maintained his hold upon the severed wires and the message was clearly conveyed through his body. The two experimenters then changed their positions and the novel experiment was repeated with satisfactory results.

THE HORSELESS CARRIAGE.



LONDON ELECTRICAL CAB.

In almost every leading city in Europe horseless carriages are slowly but surely gaining recognition. This is especially the case in Paris and London. In the recent Lord Mayor's annual parade in the English capital, an old-fashioned gilt "Lord Mayor's coach," drawn by six prancing steeds, was followed by a modern vehicle, propelled by a motor. Electrical cabs (like that shown in our illustration) are likely to become plentiful in London, and the London Electrical Cab Company, with large capital, is about to place a large number in public service. It is claimed that the new style of vehicle can be run at much less cost than the old, and that the risk of accident is reduced one-half.

An automotor parade from London to Brighton took place the other day, when the trip, both ways, was made at the rate of about twenty miles an hour. An absurd old law has been revoked which forbade automotor travel at more than seven miles an hour, and required a pilot to go ahead waving a red flag. A complete revolution is promised in the way of conveying farm and garden produce to the London markets.