The new steamer of the Inman line, the "City of Rome," is the largest mercantile ship afloat, excepting the "Great Eastern"; but she is infinitely superior to the latter, even in her best days. The new vessel has a length over all of 600 feet, beam 52 feet, and total depth not less than 60 feet. She has three tandem compound engines, high-pressure cylinders being 43 inches in diameter, and low-pressure 86 inches, with stroke of six feet. She has eight double-ended boilers, and forty-eight furnaces. The crank shaft is the largest in the world, weighing 66 tons, and the screw shaft is 24 inches in diameter. The main saloon is 72 feet by 52, and 248 persons can be seated in it at once. Her first voyage across the Atlantic was made in nine days, having been run at a moderate speed.

Lieut. Francis Winslow, in an article on the "Deterioration of American Oyster Beds," says that where, at present, one oyster arrives at maturity, about 1,185,000 eggs or oysters perish.

At the last meeting of Σ. M. E., the following was discussed: Resolved, That engines of high rotative speed are superior to those of low rotative speed. Ripley, '82, Hammett, '84, for the affirmative; Snow, '82, Kerr, Sp. '83, for the negative.

German Conversation Class. — Instructor to Mr. X., who has spent Sunday in New York: "With whom did you talk Sunday?" Junior: "Mit mein Schwester." Instructor to Mr. Y., who also lives in New York: "Do you see anything to correct in his answer?" Mr. Y.: "Yes, sir! Mit meiner Schwester." — News.

The Crescent Bicycle Club will give its second annual party in Odd Fellows' Hall, Wednesday evening, Feb. 1, 1882. The committee of arrangements includes a number of Institute students, past and present, and the affair promises to be one of the most brilliant ever given in Odd Fellows' Hall. Tickets, $2.50, admitting gentleman and lady, and including supper, can be obtained of J. Means and W. P. Kennard.

Mechanical Engineering.

The new portfolio rack is a good thing.

Σ. M. E. is already a recognized reality.

A suggestion, — electric light for the steam laboratory; there seems to be an aversion to sunlight.

The Seniors are prowling in the depths, occasionally taking cards.

The engine lately built in the shops has been indicated.

The new Cunard steamer "Servia," in a recent trial of speed, ran at the remarkable rate of twenty and one half miles per hour, with 2,500 tons dead weight; engines 10,000 horse-power.

At the royal gun factory, Woolwich, England, there are sixty-foot lathes sufficiently powerful to reduce by six inches at a single cut the diameter of a twelve-foot tube.

The Atlantic Works, of East Boston, have just completed a sixteen-foot cylindrical boiler for the new Bangor steamer "Penobscot," containing two hundred and sixteen 4-inch fire tubes. These works are well worth a visit by the mechanicals.

Hollow steel shafting is made by casting the metal around a core of lime, the ingot being finally rolled into shafting, the lime core going with it and diminishing in diameter in the same proportion as the metal, even when the total diameter is reduced as low as one fourth of an inch.

There are nearly 18,000 locomotives in the United States. The Middle States have 6,000, Pennsylvania having 2,700; New England, 1,700; Western States, 7,800; Southern, 1,800; Pacific, 420.

The double-cylinder Shaw locomotive, which had a trial on the Boston and Providence road, and afterwards on the Fitchburg, was recently tested on the Camden and Atlantic road. In regard to counterbalancing; the trials were very satisfactory, but it remains to be proved whether the machine has the requisite power, economy, etc.