The Union Games.

In the third annual winter games of the Union Athletic Club, held Jan. 23 in the Mechanics' Building, the Institute was represented by one tug-of-war team, 600 pounds limit, one man in the 75-yard dash, and one in the pole vault. The Cadet Corps was represented by a tug-of-war team.

In the pole vaulting: Baxter, N. Y. A. C., 8 ft. 4 in.; Ethier, U. A. C., 8 ft. 2 in.; Gibbons, M. I. T. A. C., 8 ft.; Simpson, U. A. C., 7 ft 8 in. Taken all in all, this was a very poor exhibition of Boston talent in pole leaping.

The 75-yard (?) dash demonstrated the ability of Boston runners to break records. The slippery condition of the floor, which was a disgrace to a club of the Union's standing, caused Means, who represented the Institute, and who ran in the final, to slip several times, and bring up in the rear. Simpson and Strecker, both U. A. C., ran a dead heat for first place. In the run-off, Strecker beat Simpson; time, 61 seconds. Lucky for Myers he didn't enter this.

In the tug of war for athletic and boat-club teams, 600 pounds limit, the Jamaica Boat Club won from our team by six inches. The Jamaicas were a stout set, and it seems a great pity that our men, knowing their old adversaries, could not have calculated their weight nearer to 600 pounds than they did. However, our team won handsomely by about a foot from the U. A. C. team, and took second prize. In the military tug of war, the C. C. M. I. T. took first prize, pulling the Chelsea Rifles three inches, and beating by four inches the Boston Fusileers, who had previously beaten the Lynn Light Infantry by five inches. Baker, as was expected, anchored in fine style, and the rest of the team did well, although, in one or two instances, had the opposing teams the faintest idea what a tug of war required, our men would have been obliged to show better form.

In summing up, we must thank the officers of the games for their courtesy and promptness in calling events; and would suggest that in future they have their tracks more accurately laid out (not calling under 60 yards 75 yards, etc.), have their floors arranged so as not to subject such first-class men as Winch and Baxter to the mortification of failing at comparatively easy heights, and above all, to keep cool.

At a recent meeting of the Society of Arts, Prof. Geo. L. Vose, of the Institute, gave an interesting lecture on the inspection of bridges. After noticing the more common defects of railroad and highway bridges, the speaker gave an outline of the kind of inspection we have in this country, mentioning particularly State inspection. The lecture closed with suggestions which, if acted upon, would lessen the number of defective bridges. A tabulated record of bridge accidents was exhibited, showing an alarming increase of disasters in 1881. A full report of Prof. Vose's lecture may be found in the Transcript of Feb. 3.

The semi-annual exhibition of the Lowell School of Design was lately held in Room — Institute Building. The exhibition was unusually good. Among the best designs were those of Mr. Hasserick, Miss Rogers, Miss Baldwin, Mr. Fisher, Mr. Scott, Mr. Williams, and many others. Various diplomas and certificates were also exhibited. This school, under the able instruction of Mr. Charles Kastner, is deservedly prosperous. We wish our designing friends a successful second term.

We read, in a recent issue of an esteemed contemporary, that Mr. Cyrus W. Field intends to erect in New York a sixteen-story building, and that it is to be in "the most approved style of architecture." If the New York Department of Buildings have no objection to the sixteen stories, we are sure we have none; but we would like to know to what country and period "the most approved style of architecture" belongs.

Chinamen don't rock the cradle; they make the sky rocket.