and of this two years' subscriptions have been paid in, making with other subscriptions a total of four hundred and seventy-one dollars now in the hands of the trustees. The direct object of the fund is that its income may place a larger sum at the disposal of the Executive Committee, which may serve to meet unforeseen or unusual expenses incurred in the interest of the association without having recourse to special assessments. Besides this, the mere existence of the fund will doubtless prove to have not unimportant influence.

At present Mr. James P. Tolman is president of the association, having succeeded Professor Richards, who resigned in 1880. Professor Cross has continued to hold the office of secretary.  

The Traveller, under the heading "Proposed Workshop on Trinity Square," has the following:

"We are informed that the corporation of the Institute of Technology, at a fully attended meeting, unanimously decided to proceed immediately to the erection of a building for workshop purposes on that portion of Trinity Square at the junction of Boylston Street and Huntington Avenue, which was donated to the Institute by the State some years since. The accommodations at the Institute are very much crowded, and more room must be had at once, or at the beginning of the next school year students will have to be turned away. Gen. F. A. Walker, John Cummings, and E. S. Philbrick were appointed a building committee, with full power to proceed at once to the erection of a workshop building so as to have it ready for use in October next."

"There are two boating associations here," wrote a Japanese student home, "called Yale and Harvard. When it rains the members read books." — Ex.

We have just read a handkerchief-flirtation code, and now advise all men desiring to avoid breach-of-promise suits to wipe their mouths with their coat-tails. — Ex.

---

**Mining and Chemistry.**

**THE 2 G annual dinner came off at Young's, Tuesday evening, April 11.**

Recently a horse-car was run in England by means of the Faure accumulator and a dynamo machine, connected by cog wheels and gearing to the wheels. The distance traversed was about 2 ½ miles; the dead weight of the car was 5½ tons; the speed reached, 7 miles an hour, although the car was not of the most advantageous build for the purposes of the experiment. The experiment was successful, stopping and starting the car being effected with great promptitude. — Engineering and Mining Journal. Another journal, speaking of the same experiment, says that by this method cars can be run at about one half the cost of running by means of horses; and that the principal defect noticed was a grating of the pinions, which could easily be remedied.

The Mining Gazette publishes an interesting extract from a paper by Dr. Egleston in the Columbia School of Mines Quarterly. The extract relates to the losses involved in the methods of separating the precious metals from their ores, and the causes of these losses. In crushing, the ore may be made either too coarse or too fine: if too coarse, all the gold and silver will not amalgamate; if too fine, float is produced, and the precious metals are apt to be put in a condition in which they will not amalgamate. Holes in the castings of stamps and pans sometimes produce loss, the amalgam carrying the gold and silver penetrating thus into the metal. Too thorough cleaning of the plates is another source of loss, new plates not acting as well as old. Too slow a current of water leaves the plates covered with sand; too rapid a current prevents the gold from being caught. These and many other causes produce immense losses; much greater than is usually supposed, as they are only shown by systematic assays of the tailings, while as a general rule such assays are not made.