THE first of the series of sketches of the benefactors of the Institute will appear in the second number. The subject will be Dr. William J. Walker, in whose memory the Walker professorship of mathematics was established, and whose generous bequest contributed in no small degree to the successful founding of our institution.

Contributions.

The Fair.

The Fair of the Manufacturers and Mechanics’ Institute, now in progress in their building on Huntington Avenue, is fully equal to previous exhibitions, and well worth a visit. Besides the usual display of manufactured articles, the inevitable cataract, soda fountains, candy stands, etc., the Fair presents several new features, the most noticeable being the large exhibits from the South, most of which were shown at the Atlanta Exposition. Prominent among these are the fine displays of cedar ware and tobacco from Richmond. A number of Southern railroad companies also show large collections of ores, minerals, woods, etc., illustrating the resources of the sections of country through which their lines pass.

The exhibit of the Massachusetts Institute of Technology, which is of course interesting to students, is in the same secluded corner as last year, at the extreme right of the main entrance. The best thing in it is undoubtedly the small steam engine built in our shops by Mr. M. P. Barnard, which makes a very creditable appearance. Some architectural thesis drawings are also displayed, and specimens of the metal work done in the shops; a new feature being the fancy castings in bronze, which are quite good for students’ work. The greater part of the space, however, is occupied by specimens of work done at the Imperial Technical School at Moscow, to which are added, for some occult reason, some colored plates illustrating botanical subjects.

It is to be charitably supposed that these things are exhibited in order to show what kind of work the Institute aspires to produce in the future; but as the whole collection is labelled in large letters “Massachusetts Institute of Technology,” the stranger is not apt to get from it a more correct idea of the work really done here than he would by perusing some of the long words in our catalogue.

If the models presented to us by Russia must be brought forth whenever the Institute makes an exhibit, we would respectfully inquire why they are not shown for what they are.

Not far from our own exhibit is the “marine bicycle,” a light double boat driven and steered like a bicycle; and near by is the free-lunch counter, easily recognized by the crowd around it, where an individual is dealing out “Hecker’s self-raising griddle cakes, circular with each cake explaining the cake.”

On the left of the main entrance the process of printing heliotypes may be seen, together with some good specimens of the work.

About half the space on the main floor is occupied by machinery, mostly in operation. An unusually large number of steam engines are displayed; among which may be mentioned, as possessing special interest on account of novelty, the Westinghouse and the Lawrence high-speed engines, the latter being the motor preferred by Mr. Edison for running his dynamo machines. The Brayton petroleum engine is the most novel motor exhibited, and will repay a careful study. The Porter-Allen engine makes the first display of its class, the parts of the machine being shown separately, as well as an engine set up and running at two hundred and thirty revolutions per minute. By this means the excellence of the design and workmanship of this engine can be fully seen and appreciated.

The exhibit of weaving machinery, etc., is very extensive and interesting. Among things deserving special mention are an electric stop motion for looms, spinning frames, etc., the button-hole loom for weaving suspenders straps, the weaving of silk handkerchiefs, and the Brussels carpet loom.