Mr. A. C. White, '92, has made a study of the alcohol thermometer at low temperatures. He employed two thermometers constructed with the greatest care by Baudin, of Paris. They agreed with each other at the lowest temperature measured, differing by only about .005 of a degree C., but deviated from the air thermometer by over 9°.

The lowest temperature attained was 88° C., and was reached by the evaporation of liquid nitrous oxide. To avoid using an excessive quantity of this material, Mr. White devised the ingenious method of filling the beaker surrounding the bulb of the air thermometer with copper turnings, the liquid being poured upon them and filling the interstices. Mr. White found a source of considerable error in the adhesion of the alcohol to the sides of the capillary tube.

Mr. F. E. Kidder has made in the laboratory a series of experiments on the fatigue of small spruce beams; and Mr. Silas W. Holman has worked out a simple and admirable method to replace the tedious and somewhat difficult ones in ordinary use for calibrating thermometers. Papers giving the results of the work of both these gentlemen have been published in the proceedings of the American Academy. Mr. Holman has also made numerous experiments to determine the coefficient of friction in leather belting, and in the last number of The Tech gave a synopsis of his results.

Besides a number of experiments relating to mixtures of colors and certain acoustic effects, a series of observations have been carried on in the laboratory by Mr. Pickering for the past two years on the resistance offered by the air to plane surfaces moving through it at varying angles and rates of speed. Several methods were employed, among others that of propellers of different size and pitch, and revolving from thirty to six thousand times per minute. The results of these latter experiments will soon be in shape for publication.

W. A. Hammett publishes, in the American Machinist of Nov. 25, a "New Table of Indicated Horse-power," designed to facilitate calculation when the diameter of the cylinder and the piston speed of the engine are known. This very useful table may also be found in Rigg's "Treatise on the Steam Engine."

Contrary to expectation, Mr. Turner, the new instructor in water-color sketching, did not put in an appearance on Tuesday last; so, unless something unforeseen happens, the first lessons will be given this week.

The Civils want to know who Signic is?

L—r is probably the lucky man.

Did you go to the rink Thanksgiving?

Brown, formerly of '83, has entered Harvard this year.

"Laboratory" of '81 will hold a reunion about New Year's.

The Juniors had their first examination in geology Saturday, Nov. 26.

The alumni of '79 will probably hold a dinner in this city about Christmas time.

Now is the time to get your photographs taken at reduced rates. See bulletin board.

'84 has just finished Integral Calculus, but the Seniors say something harder is coming.

Most of the students availed themselves of the vacation and went home to eat their Thanksgiving dinners.

One notices a gratifying decrease in the number of broken instruments since the Gazelles finished their work at Hyde Park.

A large number of photographs of various engineering structures has been placed on the walls of the civil engineer's drawing-rooms.

Would it not be a good plan for the miners of '83 to petition to take the mining lectures over again? They seem to have a special liking for them.

That the Institute has an eye for the beautiful, might have been readily seen by the "Something new in the art line," recently on exhibition in the reading-room.

Four men from the second-year architects are going to pull four from the first-year specials in a tug of war. The latter have the heaviest men and probably will win.

The ΡΣΤ held its first regular meeting on the evening of the 25th at the Parker House.