ber; for, as the Institute itself has been gradually increasing in numbers, so likewise has our society.

One of the main causes which led to its organization was the desire of a number of students to make frequent excursions, in a body, to various points of interest in connection with their studies, thus gaining considerable practical knowledge, together with the enjoyment to be had on such occasions. During the past fall the "Gazelles" have made many excursions to places of geological interest in the vicinity of Hyde Park, and a grand excursion is anticipated during the vacation between terms.

At the last meeting of the society, held at its rooms on Washington Street, it was voted to admit six new members during the present school year.

All regular students of the Institute are eligible for membership, and any one desirous of becoming a member may obtain information from the secretary, Frank O. Gold.

Ye editors having devoted their holidays and many days preceding, to evolving such frivolity and facetiousness as would be for the gratification of ye multitude of subscribers, have thereby disarranged their usual train of lugubrious scientific thought, and they find it necessary to arrest, for the time being, this too violent flow of humor, that the more solemn tone of the paper may again assert itself. They therefore intend to take a short recess and permit the paper to run itself for an issue or two, until the present turbidity of the technical rivulet becomes somewhat cleared.

Comparative Speed of the Fastest Trains in Europe and America.


In considering American trains, I shall take into account the acceleration which has occurred within the last few years. For England my data is brought down to 1880 and on the Continent it is as old as 1878, but, generally speaking, my figures are sufficiently accurate to-day to warrant comparison. In selecting representative trains, I have given preference to those which maintain the highest speeds for the longest times.

The fastest train in the United States, and one which falls little below the fastest English trains for the same distance, is that on the Pennsylvania Railroad, which runs from Jersey City to Philadelphia, 88.4 miles, in one hour fifty-two minutes, including three stops, or at the rate of 47.8 miles per hour. Jersey City to Germantown Junction, 84.2 miles, is run in one hour forty-one minutes, including one stop, or 50.5 miles per hour. I timed, last winter, the fastest train in the opposite direction, whose schedule time is one hour fifty-nine minutes. The train consisted of five cars, and it was five minutes late on arriving. The fastest miles were run in 63 seconds each=57 miles per hour. This train used to run in five minutes less time, and the fast train west was two minutes quicker when started a few years ago, so perhaps it was found impossible to maintain these higher speeds.

The 4.30 P. M. train, New York to Boston, via Springfield, is the fastest train between the two cities, taking six hours three minutes for the 234 miles, or nearly 39 miles per hour. I timed this train last fall, when it kept exactly to the schedule. There were six cars. The fastest run, on the New Haven division, was 1.9 miles in 2 minutes=57 miles per hour; but, owing to the Connecticut law requiring a stop at every draw, the average speed to New Haven, including the six stops, was only 38.5 miles per hour. Excluding the stops, the time for the 234 miles was five hours thirty minutes, and the running speed 42.5 miles per hour. Last summer the Shore Line train used to run from Boston to Stonington, ninety-three miles, in two hours one minute, including a stop at Providence, or 46.1 mile per hour. In 1881 I timed this train to Providence as follows: Left Albany Railroad Crossing 1.03 P. M. Beyond Foxboro', the speed was 57 miles per hour. Before reaching