DELIVERIES in the main saloon are of 600 candle-power. Each stateroom is furnished with a lamp of ten candle-power — Commercial Bulletin.

Mr. Edison is said to have replied to inquiries regarding his electric railway as follows: "I have it running a distance of two and a half miles. The locomotive runs at the rate of twenty-nine miles an hour, with one passenger car capable of holding forty passengers. It is a three foot six inch gauge, with a sixteen-pound rail. The weight of the locomotive is three tons, sufficient for light trains, and runs often. I put it up as an experiment. I have also a freight train, which carries thirty tons of freight and makes eight miles an hour. I have only eight horse-power on the locomotive. I am now, however, building a large one of forty-five horse-power, with which I expect to be able to pull about eighteen coal cars. The track of my road has been down some months, and still holds its insulation. I made a run the other day at the rate of twelve miles an hour in the snow, and there was only a leakage of two and a half horse-power on the whole line of the road." — Electrical Review.

The three great types of modern marine engines are as follows: (1) The two-cylinder intermediate receiver compound engine, having cranks at right angles. (2) The Woolf engine in the tandem form, the high-pressure and low-pressure cylinders being in line with each other, but sometimes side by side, and always communicating their power to one crank. Such an engine is sometimes used singly, but oftener two are used together, working side by side, with cranks at right angles; recently three together, the cranks being one hundred and twenty degrees apart. This system affords an opportunity of adding more engines to the same propeller. (3) The three-cylinder, intermediate-receiver, compound engine, with one high-pressure and two low-pressure cylinders. The cranks are placed at equal angles apart round the shaft.

William A. Harris, Providence, R. I., is running his works at a cost of one third of a cent per hour per horse-power. He makes his steam in steel tubular boilers, made by the Whittier Machine Company, Boston. They are set with the Jarvis furnace, using the Sheffield grate bars, burning screenings and soft coal for fuel.— Cotton, Wool, and Iron.

The number of Edison lamps in use in America at the end of last year was more than 29,000, and in Europe, at the end of February, there were nearly 20,000.

A mixture of three ounces sweet oil with one ounce carbolic acid is recommended for repelling mosquitoes.

There has been a piece of amber found in New Jersey, twenty inches long, six inches wide, and one inch thick. It is a little harder and tougher than the Baltic amber, and cuts more like horn.

The "Ratification Meeting."

According to the call of the gymnasium committee, a meeting of the three upper classes was held in Huntington Hall, on Monday afternoon at 4.30; Mr. Leonard in the chair, Mr. Litchfield secretary.

The business of the meeting was stated by the chairman to be to approve or disapprove the recent action of the gymnasium committee, in refusing the use of the gymnasium for the dance on Saturday, for reasons stated in the bulletin; and the Chair hoped that after a thorough consideration and debate, the meeting would ratify the action and support the committee, who would then be in position to make an amicable settlement with a committee from the Freshmen, as had been suggested by members of the Faculty, before whom the gymnasium committee had appeared in the morning.

A number of students expressed approval of the committee's action, and resolutions were read by the secretary sustaining the action of the committee on the ground that as the Freshmen had not favored the upper classes, had not