The Railroad Gazette, of March 30, contains an editorial on "The Card Catalogue as an Index for Notes, Memoranda, etc.," which students will find it worth while to read.

The American Machinist, of April 7, contains much which should interest our mechanical students. "Southern Competition in Cotton Goods," "Creep in Machine Belts," "Methods of Holding Eccentrics" (in "shop kinks"), and "Forced vs. Natural Draught," are some of the articles deserving notice; and, in the issue of April 21, a description of "Melvin's Compound High-Speed Steam Engine" will be found worthy of perusal.

We clip the following from the Commercial Bulletin: "The extraordinary interest which is now being excited on the subject of fancy and original designs for American woollen goods, and the extent to which overseers, and designers, and ambitious students everywhere are practising upon new weaves, gives promise of the eventual formation of an American school of design which shall surpass anything of the kind in Europe. At the Institute of Technology, in this city, several of the pupils in the department of designing and weaving are sons of practical woollen manufacturers, among them being Messrs. Cushman, of Monson, Mass.; Dillon, of Springfield, Vt.; and Appleyard, of Guilford, Me. Among next year's pupils will be a son of Mr. Grant, of the Plymouth (Mass.) Woollen Mills. The interest which other practical manufacturers and machinery men take in this school is indicated by recent gifts of 48 harnesses, 10,000 heddles, and 14 reeds by Messrs. J. H. & N. A. Williams, of Utica, N. Y.; and one of Knowles's latest 25-harness looms, with all necessary equipments, donated by Messrs. L. J. Knowles & Bro., of Worcester, Mass. The weave-room of the Institute now contains looms adapted for all the leading kinds of cotton, wool, or worsted fabrics, and the weaving is in charge of Mr. John Scott, Jr."

In a recent discussion of the question of technical education, a gentleman, who is now the head of a large machine shop, remarked that nothing which he ever learned was as useful to him as drawing, both before and since he had become a manager of engineering works. During the days that he was an employee he found it a resource that could always be turned to account, and, since then, his success as a constructor of machinery had been largely due to his knowledge of drawing. Considering its usefulness, it is somewhat surprising how few mechanics in this country know anything about it. Within the last few years the demand for good mechanical draughtsmen has been in excess of the supply, and any man of fair skill could command good wages. It is safe to say that a large majority of the engineering and mechanical draughtsmen in this country are foreigners, principally Germans, Swedes, and English. Very few American mechanics ever learn to draw, and, in fact, there are very few opportunities afforded to mechanics in most places in this country to learn drawing. — Railroad Gazette.

A new departure in cabinet work is the production by machinery of designs in relief upon wood, which can hardly be distinguished from the results of good hand-carving. The process consists in softening the fibre of the wood by a chemical preparation, and stamping the required designs upon its surface by means of heated dies. By this process veneered work can be carved, and by regulating the pressure the harder woods, such as maple, will receive as clear an impression as that imparted to soft walnut. A series of engravings published in the Manufacturers' Gazette, for March 17, will give an idea of the ordinary forms of mouldings that can be produced in this way. It is said that a rosette which would cost $1.25 to cut by hand can be turned out by the machine for ten cents; and a panel twelve inches long, which would take a carver ten hours to work, and which would cost $3.00, can be furnished for twenty cents. Several of these machines are now in operation at No. 682 Harrison Avenue.

[See account by a correspondant in another column. — Eds.]