were weighed. The results are thought to be satisfactory, though there is considerable computation remaining to be done. Four separate tests were tried.

The Ohio Steel Works, at Cleveland, began, March 14, the manufacture of 3,000 pounds of fine steel, which is to be spun into wire of the finest quality, to be used in the manufacture of a monster cannon for our government. The gun will have a bore ten inches in diameter, and the casting is to be wound with this wire, the object being to have the tangential force of a discharge acting lengthwise upon the wire, in which way it is best able to withstand it. The model was invented by Dr. Woodbridge. This is one of six which are being made,—a description of the first one appearing in a recent Tech.

The American Engineer is publishing an article upon the connection of the height of floods with the destruction of forests, which seems to take a view of the subject not generally held. It also contains an interesting article upon the operating devices of the new Eddystone lighthouse.

The Quasbruck Steel Works have recently been manufacturing steel rails eighty-eight feet six inches long, which have been laid down on railroad bridges crossing the city of Hanover, Germany. It was found that the noise caused by passing trains was becoming such a nuisance that a remedy had become a necessity. The cause of it was the violent vibration at the rail joints, and the engineers hit upon the expedient of having the rails made long enough to cover the whole length of the bridges. — Iron.

In the Railroad Gazette for April 4 is begun an article by Mr. Horatio Allen upon “The First Five Years of the Railroad Era.” It gives, in considerable detail, the account of the growth of the present locomotive, and contains many interesting reminiscences of the early days of railroads in this country.

Dr. Dabney, the head of the State Agricultural Bureau of North Carolina, says, in regard to the discovery of tin at King’s Mountain, that he found pieces of cassiterite, from the size of an egg to the finest sand, loose and sticking in quartz, scattered over the surface of a belt, which extended southward for a mile or more. Several shafts were sunk and trenches dug, exposing a main vein and several smaller veins of quartz and quartzite bearing tinstone. The veins are nearly vertical, direction of outcrop northeast with the rocks of the country. The wall-rock is mica schist, which is broken down from both sides of the vein at places further than has been dug. It is for most part small grains, mingled with tourmaline, etc. The formation is similar to one in Cornwall, and with similar associations.

In addition to the facts and figures given in the last Tech, the writer would add that, according to the Signal Service reports of the 122 days between Jan. 1 and April 1, rain or snow fell on 75, 54 were classed as cloudy, 46 as fair, and only 22 were call’d clear, thus simply justifying the statement that the past winter has been an unusually gloomy and wet one. Much valuable meteorological information has been gained from the courteous officer in charge of the Boston Signal Office, Sergeant O. B. Cole.

The Boston and Providence Railroad is to adopt the block signal system as far as Forest Hills, a distance of about five miles. In connection with it, the Union electric signals and interlocking switches will be used.

Cotton, Wool and Iron notes with pleasure that some of the students of the Institute of Technology have questioned the practicability of the Colwell triple thermic motor, and states that the Lowell papers are very indignant thereat. To quote our contemporary, “We do not doubt but that the boys have materially contributed to the puncturing of the motor bubble, which establishes one fact, at least, conclusively, that the Massachusetts Institute of Technology is accomplishing good work, and that its graduates and students are too well grounded in the elementary principles taught them to be deceived by the plausible assertions of would-be experts, unless backed up by reason and common-sense.” It is only fair to state that this sweeping compliment is no doubt brought upon us by the work of Prof. Whitaker, aided, perhaps, by some of our graduates who are settled at Lowell.