cal arts, and other arts connected with the industries of the country,—the laboratories are not only fully equipped, but the education is of the most complete character. They have not only schools of design, but they carry the design into engraving and wood cutting, and actually into the dyeing of the textile fabric. They are founding laboratories connected with the cotton trade, in which every scientific application with regard to cotton industry will be taught. They have machine shops of the most complete and equipped character. We have nothing in this country to compare with them."

The water-gas discussion has been ably summed up in an editorial in the *Mining and Engineering Journal* for April 26, which we advise all who can to read. It would seem that the gas is slightly more poisonous, but gives much better illumination and contains less of the objectionable marsh gas than the ordinary coal gas, and that its advantages far outweigh its objections. There would at least seem to be no need for its prohibition by statute.

The Guion steamer "Oregon" arrived at New York on April 19, having made the voyage from Queenstown in 6 days, 10 hours, and 30 minutes, which is 8 hours and 7 minutes better than the previous best time on record,—the "Alaska's." For three successive days an average speed of 470 miles a day, or nineteen and a half miles an hour, was maintained. In consideration of the time of the year when this passage was made, it may be expected that the record will be still further lowered.

It is said that the hard coal burning engine now being tested on the Boston & Albany road is improving its record the more it is run, and is likely to be a success. The engine, which belongs to the Delaware & Hudson Canal Company, and runs on an express train, is large and handsome. It is two or three feet higher than the largest Boston & Albany engine, has a fire box ten feet deep, and uses six-foot driving wheels. The cab is about twice as large as an ordinary one, and four men ride in it. Its special beauty is its freedom from cinders and

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<th>THE TECH.</th>
<th>195</th>
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| HARVARD.—It is whispered among the Harvard students that Dr. D. A. Sargent has asked Mr. T. J. Coolidge, president of the athletic association, to resign that office, on the ground that he (Mr. Coolidge) recently made a small bet on the result of a tug-of-war. —The editors of the *Lampoon* have informed the college that unless subscriptions due are paid up immediately the paper will be obliged to suspend publication. —*Eta.* —The Sophomore class supper was a great success.

YALE.—The captain of the crew does not feel very sanguine of success at New London next summer. Among other troubles is a dissension among the members, which resulted in the retirement of Hyndeman, '84. Hyndeman's friends claim that his withdrawal was due to the influence of the Skull and Bones Society, which cares more for self-gloration than for the welfare of the college. —Attempts are being made to form a Freshman lacrosse team.—Profs. Loomes and Newton of the observatory have resigned on account of differences with Dr. Waldo, the head of the thermometrical bureau.

—Prof. Northrop has resigned the chair of English Literature and accepted the presidency of the University of Minnesota.

PRINCETON.—Princeton has been invited to enter a cricket association with Columbia, the University of Pennsylvania, and others. —President McCosh has issued a circular to the parents of students at Princeton concerning the treatment and management of college students, and asking for opinions on the subject.—*Ex.* —The outlook for boating at Princeton is good this year, notwithstanding the proposal of last winter to abandon it entirely. The four-oared crew has been selected, and is being trained by Hosmer, the oarsman. —Three of the members of the American lacrosse team, which is to visit Europe this summer, were members of the Princeton team. Dr. Green represented Princeton at the celebration of the tercentenary of the University of Edinburgh and received the degree of D. D. on that occasion.