fastened with wire and solder, and are tightened when they become loose by tightening the nipples at the rim. These nipples are headed at one end, bored and threaded, then being let through the rim, they screw on to the threaded spoke. The saddle is a marvel of ease, and is made of leather; its forward end is riveted to two hooks attached to a bolt running through the neck; the other end is held by a sort of cradlespring fastened to the backbone as usual, and then making, on each side of the backbone, two circles about three inches in diameter, which bend across and meet in the middle, forming the frame of the saddle. The saddle proper, which can be taken off as quickly as one’s hat, is cut with flaps at each side, which do away with the necessity for a mud guard. The cranks carry square rubber pedals, which it is claimed, by conforming to the arch of the foot, prevent it from slipping.

In regard to light machines, generally, I would say that heavy-weight riders should be careful about selecting too light machines for our rough roads. For light-weights, very light machines may do, but for most riders who cannot afford to find themselves with a poor machine, it would be well to be on the safe side, and to have a machine which may be a few pounds too heavy rather than one which would be continually breaking down; since at best, most of our light-weight machines are but experiments as yet.

G. L. P.

Communications.

(The editors do not hold themselves responsible for opinions expressed by correspondents.)

TO THE EDITOR OF THE TECH:

We are glad to hear of the unanimous stand which the class of ’88 has taken against the introduction of wine at the class supper,—a matter which was discussed some time ago. Such we believe to be the proper way of treating the subject, and it is fast coming into vogue among our best colleges.

It is during the first year of a class’s existence that it establishes a reputation, and if this reputation be for good, then does it influence in greater or less degree the classes which follow. One cannot speak too strongly against the public exhibition of wine drinking as given by some of our college classes to-day. Such exhibitions go far toward lowering the standard, and in many cases exert a very demoralizing influence among the students. If a student wishes to drink, and finds that he is able to do so without immediate detriment, and has strength of will sufficient to give up such a habit, it may not seriously injure him to do so; but it is not right that he should subject others, who perhaps are not as strong as he, to a temptation which is too great for them to withstand, and which if yielded to once, may ultimately be their ruin.

In a class supper of eighty or one hundred fellows, there would be a great deal of excitement, and certainly a few would be too weak to battle a temptation which they might know in the end would prove ruinous to them. Although this might not in every case be true, yet the chances are so great, and the consequences so serious, that a class of right-minded fellows should not hesitate a moment in their decision. The presence of wine can at least do no good, and it may do great harm!

J.

Mr. Arthur T. Hadley’s lectures on “Questions of Railroad Management and Policy” were commenced March 26, and continued for two weeks, making twelve lectures in all. The following are some of the principal subject heads:

1. Introduction. The class of questions treated. General characteristics of railroad business.

2. Problems arising out of the relation of railroads to those who use them.

3. Problems arising out of the relation of railroads to one another.

4. Problems arising out of the relation of railroads to investors.

5. Present tendencies of railroad management and legislation.