England.” But we must remember that the cause of our Revolution was a three-penny tax on tea.

The *Westminster Review* contains a paper on Industrial Co-operation, for the students of Political Economy; another on the very different subject of the dramas of Sophocles, and another on the growth of Colonial England, Australia, and New Zealand. The notices of contemporary literature which are to be found at the end of each number of the *Westminster* contain good notices of a great many of the new books of the previous three months. W. P. A.

The *Century* begins its thirty-first volume with the November number, in whose pages rather more room than usual has been given to fiction. Besides three short stories, there are parts of two serials, one of which, a mining story by Mrs. Mary Hallock Foote, entitled “John Bodewin’s Testimony,” has its opening chapters in the present number. Students of archaeology will be interested in Edward L. Wilson’s narrative of his daring journey to the decayed city of Petra, the article being illustrated from photographs taken by the author. A goodly space is devoted as usual to the war papers, among which the most prominent is an article by Gen. Grant, describing the battle of Chattanooga.

*Outing* for November is particularly interesting, both to the lovers of amateur sports and to general readers. Leading articles in this number are: “English Lawn-Tennis Players” by J. J. Ross; two delightful yachting articles, one of which, “A Winter Cruise,” by J. T. Wheelwright, describes some yachting experiences in the Gulf of Mexico, and the other, entitled, “Cat-Boat Cruising on Long Island Sound,” by Alfred Varian, being no less interesting; W. T. Gilder’s “To the Pole on Sledges,” illustrated by diagrams; and many others in the domain of poetry and fiction.

**STOLEN.**—Fifteen dollars reward will be paid to the person who will return the watch stolen from the Gymnasium, on Thursday P. M., or who will give evidence to convict the thief. Description: Gold, stem-winding, Waltham make; monogram P. R. F. on outside case; engraved also on inside case. Address, P. R. F., Tech Office.

The Freshman Foot-Ball Association has voted to bear one fifth the expense of hiring the Union Grounds for practice afternoons.

The railroad bridge recently completed over the St. John river, at St. John, N. B., has many points of interest to students of engineering. It is of the cantilever type, and is constructed entirely of steel. The span over the river is 477 feet. It differs from other bridges of this type in having the load supported by the lower chord, and was much more difficult to construct on this account. The bridge was tested by bringing four locomotives together at the middle, the locomotives being attached to two trains of loaded cars, which entirely covered the central span. The maximum deflection, under this load, was four inches. The time required for the erection of the iron-work was just three months, and the total cost of the bridge about $550,000.

It is proposed to erect in Paris an iron tower more than 1,000 feet high, from the top of which an electric light, of immense power, will illuminate the city.

The casting of wrought-iron is the latest metallurgical phenomenon. Bessemer says this is a more valuable process even than his own. — *Manufacturers’ Gazette*.

The Pennsylvania Railroad Company has been trying the experiment of lighting its cars by electricity. Swan incandescent lamps were used, and the electricity derived from Brush storage batteries of 45 volts electro-motive force, when charged. The batteries were recharged by means of a 16-light Brush machine, whenever the electro-motive force fell to 39. It is claimed that the cost of lighting by this system compares favorably with that of lighting by compressed gas. During a heavy storm, 48 cells of these batteries did the work on a telegraph line which 500 gravity cells failed to accomplish. — *Mechanical News*.

According to the *Technische Chemie*, a strong and durable artificial porphyry may be obtained from furnace slag under proper management. The most successful plan is to dig furrows in the slag-pit having the shape of a truncated