THE Catalogue for 1886 is now out, and we give below a short summary of it, with the changes which have been made in the various courses.

There are altogether 69 officers of instruction, divided as follows: 24 professors, 27 instructors, and 17 assistants. The number of students in the School of Industrial Science is as follows: Graduate, 21; Seniors, 57; Juniors, 87; Sophomores, 98; Freshmen, 198; Specials, 175: making a total of 636. School of Mechanic Arts: Second year, 7; First year, 15; Specials, 16: total, 38. School of Design, 63. The sum in all departments is 747—an increase of 17 over last year. The increase would probably have been larger if the standard of the entrance-papers had not been raised, and the age of the applicant changed from 16 to 17 years.

The Sophomore Class have chosen courses as follows: Mechanical Engineering, 26; Electrical Engineering, 24; Civil Engineering, 22; Architecture, 8; Chemistry, 6; Mining Engineering, 5; General Course, 4; and Physics, 1.

A change has been made in the second year by the substitution of Political Economy for English History, and in the fourth year of each course certain options have been added, so that the student may make a specialty of certain parts of his course. The most important of these options are those in Mechanical Engineering, it now being arranged so that a specialty can be made during the last year of one of the following: Marine Engineering, Locomotive Construction, and Mill Engineering.

A five years' course has also been added, by which the student is allowed to take fewer studies at any one time than are prescribed for the four years' course, and thus a more extended study of professional subjects is possible.

The courses now include Civil, Mechanical, Mining, and Electrical Engineering, Architecture, Chemistry, Natural History, Biology, Physics, and a General Course.

PRESIDENT and Mrs. Walker will receive the students of the Institute who remain in Boston during the Holidays, on Christmas afternoon, from four to seven o'clock, in the new building.

From Lowell to Boston by Water.

(A Sequel to "Canoeing on Winnipesaukee."

UR party, minus the surgeon and minstrel, having left Lake Winnipesaukee early on a July morning, arrived at Lowell a couple of hours later.

The three remaining canoes had been sent by freight, so an expressman was hired, and canoes and canoeists were piled into the wagon to be carted across the city. We were hailed with the usual pet names which street-urchins were wont to fling at us.

"Salvation Army bums" seemed to be their favorite,—probably on account of our "Tech" hats.

Managing to stand their taunts without being jugged for murder, we soon arrived at the banks of the powerful Merrimac, just above the second rapids.

Our first rapids were before us, and by far the worst we encountered.

Ilex took the water first, and with the exception of one or two jars on rocks, she came through all right; next came Vera, scraping once or twice; and last, but by no means the least, came the "Ship," which grounded, and hung for a short time, but finally slid off. Thus the first rapids were shot in safety.

We pushed rapidly along and into Lawrence with the Ship bringing up the rear, looking like a cat-boat with her enormous sail. Upon our arrival at the falls, we found that the lock-gates would not open to our entreaties—the lock-