troupe. I think you, worthy Mrs. Jones must have confounded the names Andrea and Andrew, and hence the cause of this funny mistake."

The auditors were convinced, especially as the real living Andrew stood before them, and after refreshing themselves with "something warm," they dispersed for the night, and the next morning, at daybreak, Mr. Townsend and his son might have been seen driving toward home, in a neighboring village.

When I returned home the next day, besides the ordinary events of my trip, I had a story to tell my friends that amused us for many a long day, and one that I cannot even now think of without tears of laughter springing into my eyes. Thinking that this episode which amused me so much might be equally amusing to others, I have ventured to transcribe it to paper, and present it to the readers of The Tech with the hope that they too may see something to laugh at in the story.

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That Rhyme.

TO I. W. L.

I wandered on the sand, one day,  
By the deep-resounding sea,  
And there I saw a maiden fair  
Who was smiling pensively.

I felt my heart within me stir  
With feelings of emotion,  
And asked her then with me to view  
The ever-changing ocean.

As I drew nearer I could see  
The bouquet on her corsage;  
It was — it was — that rhyme must come,  
A huge Bologna sausage!

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A New Piece of Electrical Mechanism.

MESSRS. STEVENS AND WESCOTT, of the N. E. Weston Electric Light Co., have recently perfected a piece of electrical mechanism which is in practical operation at the Stanhope Street Station. The knowledge of the exact number of revolutions which an engine or shaft is making is often desired by an engineer, who has no more convenient means for ascertaining it than the ordinary hand speed-indicator. Although this instrument is in almost universal use, its disadvantages are apparent to any one employing it, especially when the average number of revolutions for a succession of minutes is wanted. The apparatus here described is intended to obviate this difficulty, and make it possible to register at a central station the speed of any shaft in the building.

Roughly speaking, its elements consist of (1) a dial indicating revolutions (2), a minute clock (3), the catch-buttons, which establish electrical connection between the electro-magnet of the recording-dial and the shafts to be indicated, and (4) the automatic release, which cuts out the recording-dial precisely at the end of a minute. The speed dial (1) has two hands, the longer indicating single revolutions, and the other hundreds, so that any speed up to 1,000 revolutions per minute may be directly read.

The method of procedure is as follows: The operator depresses a lever, which enables him to set the hands at zero, the usual custom being to zero the long hand only, mentally noting the number of hundreds which the other hand indicates. The catch-button (3) may be depressed at any time during the revolution of the clock, which is constantly in motion, and, care being taken that the automatic switch is closed, the recording commences at the beginning of the next minute. At the end of the minute, the same device which threw the dial into circuit now throws it out, and the recording ceases. If the average for a number of minutes is wished, the automatic switch is opened after the recording has commenced, and left open as long as desired, being thrown in again just before the end of the 5th, 10th, or nth minute, at the pleasure of the operator.

The shafts are connected with the electro-magnet of the recording-dial through the buttons, by two leading wires, one joined to the journal, or other stationary part in metallic connection with the shaft, and the other attached to a copper brush, which bears upon it during one half of the revolution, being insulated dur-