bers of this committee have, it is alleged, evinced more than a customary display of attention to their own personal convenience and advancement in allotting the tickets for the coming Drills. Such a spirit of selfishness is entirely at variance with all just principles, and should meet at the hands of the class at large the condemnation which it deserves.

The Chicago Edison Company.

The history of the Chicago Edison Co. is practically a record of all the various movements and organizations in the field of commercial electric lighting in Chicago. It has grown principally through combination with, and absorption of, other companies. Each step in advance, scientifically planned and carefully taken, has led to further and further perfection, until at the present time this is one of the best-managed and equipped companies in the world. It distributes power through four central stations. Since the Company has consolidated numerous plants or systems in its onward career, it has acquired one of the most heterogeneous assortments of apparatus that ever fell to the lot of supervising engineers to operate. The Washington Street Station has for its motive power six Williams engines, of a total 3,450 H. P., run by twelve boilers fired with oil. The Wabash Avenue Station is furnished with a variety of types of engines; Ball & Wood, Armington & Sims, and others. This Station has a total horse power of 2,400, and is furnished with four Heine boilers, and coal fired. The Newbury Library Station is a cozy, bright little plant, the pink of neatness and cleanliness. It comprises six Edison multipolar generators, directly connected to three vertical compound engines, made by the Lake Erie Engineering Works of Buffalo. The new Harrison Street Station, one of the largest in the world, appeals in its beauty to the Architect, and in its equipment to the Engineer.

The engine and dynamo room is two hundred and nine feet long by sixty-two feet in width, faced with cream-colored pressed brick, and with its brightly painted dynamos, its polished hand rails and lofty white marble switch board, it presents an appearance at once beautiful and inspiring.

The equipment of the engine room comprises ten large, triple expansion engines, each engine carrying two General Electric multipolar generators. Two of the engines known as the Edison are familiar in connection with the World's Fair; the other eight were furnished by the Southwark Foundry and Machine Co., of Philadelphia. Steam is furnished by five Heine boilers fed entirely with residuum oil.

The engines and boilers which have been subjected to a series of expert tests by Mr. Collins on the part of the Chicago Edison Co., and Professor Spaugler of the University of Pennsylvania on the part of the makers, have, it is said, shown a regulation and economy surpassing anything yet done in central station work.

With the growth of this company, almost from its very start, Technology has been connected by the work of three alumni: Mr. L. A. Ferguson as Chief Electrical Engineer and Commercial Manager, Mr. W. L. Church as Superintendent of the Low Tension System, and Mr. B. R. T. Collins as Engineer, in charge of the Harrison Street Station.

Sweet Sounds.

I love the wind in the pines,  
The boom of the sea on the coast,  
The note of the robin and wren,  
The hum of the insect host.

My ladylove's silvery laugh  
Is tender and blightsome and gay;  
And benign is the voice of the Prof,  
When he says, "That is all for to-day."

But the sound I love the best,  
Though impious grinds may mock it,  
Is the "plunk" of the ivory ball  
As it drops in the far-end pocket.  
Kaw.