Electrical Engineers' Outing.

A week ago Saturday about thirty members of the Electrical Engineering Society paid a visit to the Central Power Station of the West End Street Railway Company. Starting from the Walker Building about two o'clock, the party, under the guidance of Messrs. Faught and Lord, '98, went in a body to the Albany Street entrance of the station. Here they were obliged to wait about a half hour while the necessary passes were made out and signed. This being disposed of, the party was taken in charge by Mr. R. W. Conant, '91, who is at the head of the electrical department of the company, and inspected the machine shop, boiler house, and dynamo room. Mr. Conant pointed out the most interesting features, and cheerfully answered all the questions of the members.

This station is probably the largest railway power station in the world. The boiler house contains a double row of boilers, aggregating twenty thousand horse power. The generating plant consists of six 1,200 kilowatt machines, each directly connected to a 1,500 H. P. triple expansion engine, and two 1,500 kilowatt machines, each connected to a 2,000 H. P. cross compound engine, making the total capacity of the station about 13,000 electrical horse power. The last two machines are the largest size railway generators built. All of the engines are of the Allis-Corliss type, and the electrical apparatus throughout was made by the General Electric Company. An interesting feature of the station is the flat fly wheels, which are built up of a number of steel plates bolted together.

The history of this station is interesting, as showing the rapid development of electric railways and the great advances which have been made in the manufacture of electrical machinery, as regards the size of the units. As originally built, six or eight years ago, the station was equipped with 80 kilowatt machines, belted from a countershaft. These proving unable to supply the increasing demands for power, were soon replaced by machines of 500 kilowatts each, which were then thought very large. Owing to the enormous extension of the system, these, too, soon proved insufficient, and the company began the installation of the present equipment, which has been but recently finished.

Freshman Themes.

I. A CANE RUSH.

The cane rush of the year of '93 is over, but for a number of days many of us carried about forcible reminders of that great event, and here and there may still be seen a scratched face or a black eye. Above my mantel piece, drooped gracefully over a picture, is the best half of a white sweater; and in all probability in the room of some Sophomore may be seen what was left of my jacket, for I surely do not possess it. We all worked hard enough, there is no doubt about that; but what could such a small number of us be expected to do against that great crowd of bloodthirsty Sophomores, who had had the experience of one cane rush? Before we knew it they were coming against us; three masses struck our little knot of men, and then the struggle commenced.

We were pulled, and hauled, and torn, all in the same instant. Some great Sophomore would fling me out of the ring, and before I could see where I was the upper class men would throw me back. My shirt came off in a second, and if I had not had several more on, I should have been in a sad state. I was not long in getting even, however, and soon owned a sweater. Toward the last of the struggle it was quite dark, and it was hard to tell who was '97 and who '96, and before time was called the lamps in the streets were lighted.

W. C. P., '97.

II. NIGHT AT SEA.

A dead calm rested on Massachusetts Bay. The moon, partly hidden by a light haze, made a silvery lake of the vast expanse of