The Academy at Freiberg, in commenting upon the circular of our Mining Department, says that he is opposed to the use of a mining and metallurgical laboratory for the purpose of instruction, calling it little more than play. He argues that it is far better to supplant this by advanced lecture subjects.

In answering him, Professor Hofman is of the opinion that far more independence may be developed in a man by allowing him the use of a laboratory to a very considerable extent.

In conclusion, he states that whereas fifteen years ago American students went in large numbers to Freiberg, the number has now greatly diminished on account of the men who get their training at the Institute.

The Athletic Association is making a strong appeal for subscriptions to pay off its debt, and to send a team to Philadelphia. The debt amounts to $165, and the expenses of the Philadelphia trip would come to $125 more. The relay team will not, of course, be entered in these races unless the money is forthcoming first, and unless the debt of the Association has also been paid off. A very small individual subscription, if general, ought easily to meet this demand, and win another banner for the trophy room.

Typical Theses.

Course IV.

[The Design of an Arc de Triomphe and a River Tunnel, by H. P. Beers.]

It would seem at first that the selection of such a thesis departing from the usual and expected list of municipal buildings as town halls, small banks, athletic clubs, churches, etc., would fall rather within the jurisdiction of the engineer than of the architect; but the limitations of architecture have never been defined, and to-day it embraces within its scope the problems of an engineer, such as the construction of vast boulevard and park systems, as well as the mere planning and designing of an edifice.

Those who visited Chicago during the World's Fair will remember the long frontage which that city has upon Lake Michigan, and will also recall the complete sovereignty of the railroad which skirts the shore and separates the city from the lake, not only keeping the people from a free and uninterrupted access to the lake, but also preventing the improving and beautifying of one of the most extensive water frontages in the world.

It seems now, however, that some day the whole extent of the lake frontage from the World's Fair, on the south, to the extreme northern limit, may be converted into an extensive park system, giving to Chicago the most beautiful water frontage of any city in the world. It is largely due to the foresight and energy of Mr. Daniel H. Burnham, architect in chief of the World's Fair, that this may become a reality, and that the agitation for its creation has at least been commenced. He has had careful measurements and surveys made of the entire shore line, and has spent a very great amount of gratuitous labor in the development of this scheme. The boulevard will commence at the World's Fair, follow the Shore Line, and unite with the existing North Shore Line, the two systems being united by a tunnel passing under the Chicago River. The more strictly city portion will afford an opportunity for a more elaborate scheme, with the erection of a building for the Field Museum, parade grounds, commemorative statues and an arc de triomphe.

The tunnel which connects these two systems passing under the Chicago River must be of such an imposing design and construction as not to detract from the boulevards which it connects. On the south side the tunnel will be reached by an inclined approach which will be open at the top, surrounded by a marble balustrade and adorned with an arc de triomphe spanning the approach at a distance midway of its length. This ap-