Allyn, Coburn, Hutchinson, Philbrick, Riley, Robinson, and Shedd, all of '98, who will investigate it carefully, and, when ready to report will call a meeting of the mechanical engineering students of the three upper classes.

It is felt that there ought to be such an organization in the department, but, though several have been started in years past, for some reason, none have endured. The present movement cannot hope for success, unless '98 and '99 men are ready to give it firm support, attend the meetings, and take a proper interest in performing such work as may be assigned.

The members of the committee will be deeply obliged for honest expressions of opinion from those interested, whether written or verbal. It will be useless to organize unless hearty co-operation can be assured.

Electrical Engineering Society.

At the April meeting of the Electrical Engineering Society, held last Friday evening, the programme consisted in the discussion of the theses of a number of the Senior members. The men told the objects which they sought to accomplish, outlined their methods, and told of the difficulties which they had met. The discussions were illustrated by diagrams, and in some cases lantern slides and experiments. Those who spoke, and their subjects, were as follows: Mr. Howard, on "Test of an Induction Potential Regulator at the Carborundum Works, Niagara"; Mr. Eames, "Design for a Three-Phase Wattmeter"; Mr. Maguire, "Study of the Primary Current of a Transformer"; Mr. Gilmore, "Disruptive Tests on Insulation"; Mr. Shuman, "Test of an Induction Motor"; Mr. Reed, "Test on Two Rotary Transformers"; Mr. Ferris, "A New Method of Determining Wave Forms"; Mr. Taylor, "Study of Rectified Alternating Currents." In addition to these, Mr. Curtis, of Course XIII., gave an interesting description of his thesis with Mr. Daniels, on the "Stability of Battleships."

A First Glimpse of the Yosemite.

BY GORHAM Dana, '92.

It was nine o'clock on a morning in May when we left the stage, eleven miles west of the Yosemite Valley, and started to walk into the valley over the Glacier Point road.

My companion had been by this route on horseback some years before, and thought it a pleasant one. The main road enters the valley at its lower end, where the more gently sloping sides make it comparatively easy of access; but the Glacier Point road winds high up in the mountains, and comes out at the brink of the precipitous walls at the upper end of the valley.

The stage driver said that the road had not been opened for the season as yet, although it would be in a few days; and, although we should probably find some snow, we could undoubtedly get through easily. Acting on this advice we put on our tramping shoes, stowed away a little lunch in our pockets, and, sending all the rest of our luggage except our cameras on the stage, set out for a supposed twelve-mile walk.

The road struck off into the forests on a gentle up grade. After about five miles of easy climbing we came upon snow, at first in a few isolated patches, the remnants of some huge drifts. These grew thicker and larger as we proceeded, until finally the whole road was covered with snow. It now, of course, became very difficult to find our way, and we thought a little of turning back, but finally persisted. The snow became deeper as we proceeded, until at last we found ourselves lost in a pathless, snow-clad forest. We had a small map of the region and a pocket compass, and with these we shaped our course as best we could. The snow was well compacted, but at the surface, where the sun's heat had taken effect, it was soft, so that we sank in about two inches at every step. This made the walking slow and tiresome, besides wetting our feet thoroughly. We followed up the mountain, selecting long openings in the trees, hoping that they marked the course of the road.