in the evening to awake the next morning in the tropics with the rich, luxuriant vegetation all around, and the rich notes of the birds which inhabit the regions of perpetual summer sounding in one's ears. When we returned we rode over a large portion of this route by daylight. The railroad follows quite closely the trail taken by Cortes when he and his few dauntless followers took their victorious way from the sea to Teuochtitlan. The scenery along the route is wonderful in its beauty and grandeur. The traveler is constantly filled with amazement as he sees in the valley, hundreds and even thousands of feet below him, the village at which the train stopped an hour before. The building of this railroad is said to be one of the greatest engineering feats accomplished on this continent.

Vera Cruz is a quaint, romantic old town, with few buildings which appear to be less than a century old. It is a strange mixture of thrift and shiftlessness, carrying on the business of a large seaport by the primitive methods of a former century. In the business portion of the town the filth is almost indescribable; and to an American it is unendurable. The air is darkened by the wings of flying buzzards, and the streets are full of these ill-looking birds, which are the only visible street-cleaning brigade.

In spite of its uninviting appearance, Vera Cruz is a seaport of great commercial importance. Harbor improvements which cost many millions of dollars have just been completed, making it one of the finest ports in the world.

From Vera Cruz we went by narrow-gauge railroad to Alvarado, another seaport, situated on a land-locked bay with a very narrow entrance from the Gulf of Mexico. It is not a large town, but is of considerable importance, because it is the port through which all the commerce of the towns on several large rivers must pass.

At Alvarado we boarded a steamer of the stern-wheel type and started for a two-days' ride up the Popoloapan and San Juan rivers. The first named of these rivers is navigable by ocean steamers for twenty-five or thirty miles. At the junction of these two rivers is situated the town of Tlacotalpam. It is the center of large sugar interests, all the surrounding country being given to the raising of sugar cane.

Athletics.

The new athletic field back of the shops has been in use for two or three days now and appears to be a great success. There is a 75-yard straightaway, wide enough for six men, running diagonally across the field. This will be used by the sprinters and hurdlers. At one side of this there is a box of soft earth and a runway for the jumpers and pole-vaulters. On the other side there is room for the weight men to practise their events. Around the whole there is a cinder path about 160 yards in circumference, on which the distance men will do their training.

The nearness of this field should prove a great saving of time to the men, and much better results than usual are looked for.

One of the rooms formerly used by the Lowell School of Design, in the building over the shops, will be used as a dressing-room by the men training.

At a meeting of the Track Team managers of Dartmouth, Brown and Tech last Saturday afternoon the final arrangements were completed. The bicycle race is to be held at Charles River Park at half-past eleven in the morning, and all the trials and finals of the track and field events will be held on Soldiers Field at two o'clock in the afternoon of the tenth of May.

More men are wanted for the bicycle squad. Every man in Tech who has ever ridden in a bicycle race ought to come out and try for the team. This race will count just as many points as any other race, and we should try correspondingly hard to win it. Any men coming out should leave their names at the "Cage" for G. H. Gleason.

Some folks won't mind their business,
The reason is you'll find,
They either have no business
Or else they have no mind. — Ex.

Look out for Junior Week Tech.