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A Suggestion

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ENGINEERING NOTES

The maintenance of a railroad out of Kashmir across the Himalaya Mountains to the plains of Punjab in Northern India is a very difficult piece of engineering, and the Indian government is obliged to spend annually the enormous sum of five hundred dollars per mile for this purpose. This is due to the loose nature of the soil which causes frequent disastrous landslides and washouts in the heavy rains. Reports received from Mr. H. D. Baker a government engineer in India tell of the construction of what will be by far the longest cableway in the world (73 miles), which is to replace the present railroad and the operation of which will be commenced next year. In describing the proposed plans, Mr. Baker says:-

The cableway will be constructed in big spans of about 800 yards each, with fixed cables upheld by iron pillars or towers of lattice work, some of which will have to be 100 feet high. There will be separate sections every five miles and separate cables for out and incoming freight. These will be nine feet apart and will have a diameter of one and one-half inches and from these cars will be suspended, about thirty to the mile, carrying 450 pounds of freight each. These cars will be carried over great gorges and precipitous hills, and in some cases there will be a sheer drop of 1200 feet underneath them. The transfer of cars from section to section will be automatically accomplished by revolving drums which will effect the release of the cars and their gripping to the hauling ropes of the next section. In account of the difficulty of expansion and contraction from heat and cold, the cables will be equipped with a complicated system of springs anchored with tremendous weights to make them of constant length throughout the whole year.

Some of the peasants of Stavanger obtain their sustenance from a “daily manna” in the form of extensive amounts of seaweed which the ocean is continuously washing upon their shores. Their rather unique trade consists of gathering the seaweed, drying it in the sun, and then burning it. The ashes sell for 1.3-10 cents per pound, and over 1500 tons are annually exported to Scotland, there to serve as a raw product for the extraction of the valuable iodine which they contain.

ENGINEERING NOTES

(Continued from page 1.)

the Freshman class as shown by the bunching in last Friday’s run. Graff ’16 would also have made the team this year, had it not been for a bad foot. If these men will only stick to their training, as there is no reason to hope that they will, there is no reason why a betterment of Saturday’s results may not be expected next year, for the other colleges are practically without exception losing some of their stars.

Another thing to which we may look forward in the future is a more attractive list of dual cross-country meets. Harvard cannot fail to think us worthy of her metal, and such a dual run would be invaluable to our men as regards experience. A race like that of last Field Day is too one-sided to be of any value at the end of the season, although it would be good as a practice run in the same way as the B. A. A. run this year.

TECH THIRD

ENGINEERING NOTES

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