Ivory minute and wearing not a little
as drives at the Harvard goal.
vhale on offense, following the puck
end TS lter. Machine
i
rallel bars and A. E. Pew' 23 in l
pt Holmes, the Harvard net-tender
mes at left wving. Cochrane was
ar for the crimson. He caged five
February, tali or

Ned Bigelow was the individual
ker e, p. c. p. Cauldwvell (Cochrane)
trds ith his weak shoulder and
nd Brownf.

H. Read '70 and it. W. Storer '23 was
ested about his net.

The Harvard forwards and a lament-
d the Technology net
were subjected to, but his per-
mes at left wving. Cochrane was
ar for the crimson. He caged five

T. S. (or the crimson) (T. S. L.)
rs for Niehols Hall in a hotly con-

Tammany Hall
is. W. 03aker) 1.. Thomas~~:g
mes at left wving. Cochrane was
ar for the crimson. He caged five

Gloves, Genuine Lonsdale Gloves, Genuine Lonsdale Gloves, and many other articles all of it.

OPEN EVENINGS

The Power of Electricity in Transportation

ELECTRICITY has leveled out the Continental Divide. The steam locomotives, marvellous as it is after a century of stupendous achievement, will not meet all of the present demands for transportation facilities. Its electric rival has proved to be superior in many respects.

On the northern divisions of the Chicago, Milwaukee & St. Paul Railroad, considerable electrification and electric locomotives are now in operation. The results have been most favorable. The power is furnished from large generating plants, conveniently located near the railroad.

The electric locomotive is light, simple, and economical. Its power is used economically, and the speed is governed by the amount of energy required. The electric locomotive is capable of running at high speeds and can be started and stopped at will.

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