THE EVOLUTION OF TRANSPORTATION.

To the millions of people who attended the late World's Fair, perhaps no fact impressed itself more vividly upon their minds than did the development of the means of transportation. Here, in an immense building, whose dimensions, including the annex, allowed over five hundred and fifty thousand square feet for exhibits, was represented every mode of transportation now prevailing. Here was seen every mode of travel by water from the rude African bimba, or canoe, to a section of one of our modern ocean liners—here every mode of travel by land from the Esquimo's sled to the "Empire State Express," and should I attempt to describe or even enumerate the various means by which the people of this and foreign countries are carried, I would find time for little else. Moreover it is not the purpose of this essay to describe to you the exhibits as viewed en masse in the Transportation building—but to have the evolution of the carriage from ancient days to the present time—and point out the changes which science and skill have brought for the comfort and convenience of mankind.

In some instances the nature of the soil and extent of the country have prevented improvement in the mode of travel which civilization generally brings. For example there is the Great Sahara desert, where the camel with its wonderful power of storing up food and drink has been used for thousands of years and probably will be used for years to come. Not here do I wish to trace the evolution for there has been none, but in countries where science and skill are ever pressing toward that seemingly receding goal—receding, I say, for no sooner has a rate of travel been increased by an invention, than it is perfected and the speed quickened—no sooner has an engine been built that can run sixty miles per hour than another is constructed that can pass the seventy-mile posts in the same time; no sooner has the journey to Europe been completed in six days than another vessel, more perfectly built with stronger and more powerful engines, covers the distance in less time. Fifty, or even twenty-five years ago we would have exclaimed impossible. And now with each broken record we ask ourselves how is this to end and what is the limit beyond which man cannot pass?

To trace the evolution of the carriage in all countries would be so tedious that I shall confine myself simply to this country which has led all others in every radical departure.

Our early forefathers, the Pilgrims, restricted themselves to rude carts in summer and rough sleds during the winter months. Had America remained in that condition—i.e. with here and there small colonies widely separated, this mode of traveling might have sufficed very well. But with the growth and development to which this country was surely destined, the needs for better travel—vehicles more commodious and moving more rapidly—asserted themselves on the minds of the people. Accordingly, we next find them laying wooden rails with the primitive idea of the modern flange—a groove, within which the wheels of the carriage or car could be drawn faster and with greater ease. However it was not until James Watt had invented the steam engine and his invention had been mounted on wheels that transportation on land, or more plainly speaking, rail-
roading commenced its gigantic strides. True it is, that the first trains only ran from six to ten miles per hour and even this was considered a dangerous speed by many persons then living. But improvement followed improvement—iron rails were substituted for wooden ones, the driving wheels grew in size and have kept pace with the boiler, which inch by inch has attained the mammoth proportions that it assumes at the present day.

But I fear you will say this paper is discussing the evolution of the locomotive rather than the vehicles which it draws. Therefore let us turn our eyes from the DeWitt Clinton engine to the cars to which it is attached. I wonder not that you smile when I give them that appellation, for it is indeed difficult to find any resemblance to our modern coaches; about one-fifth as long, mounted on four wheels, oval in shape, almost entirely open and therefore offering hardly any protection from inclement weather, and with accommodations for only eight persons, they certainly present a ludicrous appearance. Now let us walk across the avenue, pausing one moment to examine the John Bull train—the first one to run on the New York Central Railroad—and a genuine working relic of early railroad traveling dating back to 1831. The cars more nearly approach our modern ones in contour, but not in size. Two trucks of four wheels each are sufficient for support, but the small high windows and low roof give them a box-like appearance. But the surprise and astonishment which we evinced on beholding these pioneers of modern coaches is surpassed, when we view the exhibition trains of two great rival car builders, the Pullman and Wagner Palace Car Co's. They are indeed exhibition trains—an exhibition of the very highest skill to which men's ingenuity has led him at the close of this—the nineteenth century. A colored poster, in natty uniform, assists you to ascend the steps which you notice immediately are unlike those which you are accustomed to see, in that they may be raised and folded back, thus widening the platform and also preventing the boarding the car when once it is in motion. Being politely requested to "pass on" you enter the last car which is a sleeper. Merely to describe it as being comfortable would be slander. So luxurious in its appointments, you marvel that people don't spend their lives traveling from place to place, and no doubt they would, had they the time and money. Delicately tinted electroliers throw a soft light upon the panels of birds-eye maple which line the interior of the car. High back seats with elegant upholsterings cause you to long to stop and rest your tired limbs. With a glance at the state-room in the farther end we pass to the next car, though you are hardly aware of the transition owing the invention of the vestibule which practically makes the whole train one continuous car.

The diner, with its cut glass and silverware, the buffet, fitted out complete with bar, library, bath room and barber's chair, the beautiful day-coaches with their broad high windows and reclining chairs, and the baggage car with the electric motor and compartments for the electrician at one end, and complete furnishings for the most improved system of rapid baggage checking and handling—how shall I describe to you all that I saw while passing through that palace on wheels for such it might be called. Sufficient for my theme that they are a reality and represent the luxuries of modern travel by rail.

Were I to stop here and omit reviewing the evolution of travel by water I should consider my paper but half finished.

Almost every nation having access to the sea has had its peculiar type of sailing vessel and it would take an endless as well as useless task to attempt to describe to you all their varying characteristics. Therefore I shall merely make a few general observations.

Up to the middle of the present century sailing vessels were the only means of passenger traffic. True the advancement over the
THE STENTOR

ancient galleys of the Phoenicians was very great. Modern skill had so shaped the hull and placed the masts and sails as to give the greater speed; but what did a cutting bow and raking masts avail when the wind failed. It yet remained for man to defy the elements and force the flying ships into the very teeth of the wind. This progress, this advancement over the ancient type of vessels is trifling compared to that made by the introduction of steam. Although first attempted by Robert Fulton in 1807 it was not until 1859 that his idea was perfected and put into practical operation. Scarce thirty-five years have elapsed since then but the advance made toward the goal of perfection has been wonderful—Atlantic lines titly called "Ocean Grey hounds" carry us to Europe in less than five days and plans are now being made for vessels whose owners promise to complete the same distance in 85 hours. Not only on the Atlantic but on the broad Pacific—on the Indian Ocean and on every large body of water the black smoke of steam is seen in every direction. Journeys of months have been shortened to weeks—journeys of weeks have been shortened to days. Truly we may marvel at the results brought about in so short a time.

In a few hurried words, I have attempted to show you the wonderful advancement transportation has made, especially during the past few years.

Many lean back in their seats and say further progress is impossible—they can't run an engine faster than one hundred and fifteen miles per hour as has been recently done on the N. Y. Central road—they can't shorten the time between Sandy Hook and Queenstown less than three and one-half days as is confidently promised us. Willingly do I grant that both these statements are true—in fact owing to the ensuing dangers I should not care to travel either on land or water so fast. But let us draw back the heavy veil that hides the future. Swiftly gliding through the air but so far from earth as to seem scarcely moving, we behold the triumph of the twentieth century—the achievement of man's untrusting toil and efforts for over two hundred years—a successful flying machine. As we turn our gaze in other directions, we see more of these curiously constructed vehicles, fluttering here and there, not unlike the birds, whose aerial navigation the inventors have so closely studied and copied in their movements.

While gazing around, one of these aerial cars descends near us. How gracefully, how gently, how different from the jolting motion of the railway cars. As it approaches near the earth, we are struck by the size, the strength combined with lightness, the elegant furnishings of this carriage. Perhaps a hundred occupants recline on the luxurious seats. Electroliers hang from the ceiling and the same motor that furnishes the light also supplies the warmth. In fact it was an ideal machine looking at it from all points of view and was a fitting culmination to what we have long sought after and finally obtained, ideal transportation.

MOONLIGHT ON THE SNOW.

Dream night—dream of fairy magic;
White and cold and calm and pure,
Fenth'ry plain and bough soft garb'd;
Chaste but stern and vague but sure.

Sprites are dancing in the moonbeams,
In the rays of silver chill,
To the music of sweet silence,
Stands the wind in wonder still.

Earth in whitest softness sparkles,
Like a queen's bejeweled breast.
And in snow-white satin shrouded,
Royal is her soulless rest.

In Latin and Greek
He was quick as a streak;
In dress he was foppish and tony,
The latter was due to his being an ass,
The former was due to his pony. —Ex.
THE STENTOR

The Stentor.

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The timely reminder of President Coulter in regard to the proper use of the reading room, we feel sure will be carefully heeded hereafter. That the boys have used this room entirely too much as a club room or lounging place is generally agreed. Courtesy would demand too that such decorum be maintained as to make it pleasant for the young ladies of the College to avail themselves of its benefits. But there is another phase of the matter which deserves our notice. The reading room is not altogether co-educational. The young ladies, for some reason not yet made public, refused individually and en masse to contribute anything toward the purchase of those periodicals which the students furnish. So while we lament any selfishness on the part of the young men, we trust that the "coed" idea will prevail hereafter both in support and use of the reading room.

The Stentor, although delayed a week by circumstances that could not be prevented, enters upon a new calendar year, with bright hopes for success. These hopes, however, can only be realized by having the hearty support of all of those who in the past have been our firm friends. It is an old truth, but will stand expressing again that a college paper cannot succeed without the united support of the students. It then rests largely with the student body of Lake Forest whether the Stentor will have another successful year or not. We hope to find the box for contributions well stocked each week, with stories, poetry, essays, criticism, suggestions or whatsoever our contributors may feel inclined to furnish.

It appears to be a natural outcome of the growth in number of students in all Universities that there should be a tendency toward disintegration. As the number of students increases a broad minded University spirit decreases. This is much to be regretted and should be guarded against on the part of our students now that the College is showing a marked growth that is likely to be continuous. The best antidote we can recommend is first-class enthusiasm in behalf of every student organization that tends toward forwarding the best interests of the University. The musical association, the Forester, the oratorical association, athletics, are things which should call out the united, enthusiastic support of all students.

We call attention to the program of the Bible Institute, published in another column. It will be seen that the speakers are all men of special fitness to speak on the general subject of the Institute. It should not be necessary to ask for the support of the students as it is a rare opportunity for us to hear promi-
nent men on a subject that is of general interest to the educational as well as religious world.

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**COLLEGE LOCALS.**

L. H. Gilleland has joined the ranks of '98. Resignations are now in order. Who's next?

Now is the time to subscribe for the For ester.

"Ade," Miriam is temporarily laid up with illness, but will soon return.

A new student, Mr. Coulter of Colorado, has entered the ranks of '95.

Read Houghton—Hill Shoe Co.'s ad and patronize them, every time you do you help The Stentor.

Did you hear that Morriett is married? Is the question of the day among the members of the class of '97.

"A Vacation Ode," by A. J. C., will find a ready response in the hearts of those who stayed through the vacation.

Mr. Halbert has handed in his resignation to the board and it will take effect as soon as a successor has been elected to fill his place.

The Evening Post, in a recent issue, contained an interesting write up of the Musical Association, giving the personnel of the clubs.

David Fales spent part of his vacation at his home in Lake Forest. Dave looks well and reports having a splendid time down in Cambridge.

Prof. W. A. Locy read two papers before the American Morphological Society, at its annual meeting held in Baltimore, December 27th and 28th.

We hear that Clifford Hall occasionally sighs that "business life isn't what it's cracked up to be" and longs to again be enrolled among the list of students.

Reynolds has donned a new suit of clothes, and was heard one extremely cold morning asking other boys why they they wore an overcoat on such a morning.

Saturday, Jan. 5, saw the second game won by the Indoor Base Bill nine, in a hotly contested match. Our boys defeated a nine from the town by a score of 18 to 6.

Wednesday evening once more finds the welcome face of E. U. Graff in our midst. As he will be lectured in Chicago for some months, we hope to see him often.

Miss Katherine Parker is unable to return to her school duties on account of sickness and her sister Mable Parker will remain with us only till the close of the first semester.

The Schubert Male Quartette made a splendid hit Saturday evening and the Aletheian young ladies are to be commended on the nature and success of their entertainment.

Mr. Judson Williams will not return to school, having accepted a position on the road. May "Sport's" foot ball love waft him Lake Forest-ward next fall, if not sooner.

Last week found many of the students enjoying the beautiful moonlight evenings on Fairwell's Pond. It is fortunate for us that that the cutting of this ice has been delayed so long.

"Buckette" McNary came back for a few days, but has decided not to continue his studies this year. Third floor inmates will miss his genial countenance—to say nothing of the rest of the students.

The Senior class has elected the following officers for the present term: President, Miss Gilleland; Vice-President, W. R. Nash; Secretary, J. H. Rice; Treasurer, Miss Davies; Sergeant-at-arms, Miss McKee.

Several complaints are heard of the tendency of a certain professor in the Art Institute, to keep his classes overtime, which makes it impossible to be on time in the classes that are held the next hour in other buildings.
At a recent meeting of the trustees of the State University a proposition was considered from the trustees of the Chicago College of Physicians and Surgeons in regard to making that a medical department of the University.

The Harvard, Yale and Princeton Glee Club concerts were largely patronized by the students during the holidays. Those who attended the last recognized Hedges whose musical talent aided not a little toward the success of the evening's entertainment.

On New Year's eve the "owl" train on the N. W. R. R. met with an accident in which the first car was telescoped and several people were injured. Mr. Edward Yaggy besides being somewhat shaken up was delayed until three a. M. before reaching Lake Forest.

Last week the English class took up Shakespeare's Julius Caesar and after a close and vigorous study of this drama, adjourned Saturday afternoon, to the Schiller theatre en masse to see the Ward and James production. All voted the afternoon's entertainment a great success.

Those who are members of one class organization, but are catalogued in a lower class, will be delighted to learn that the names in the new catalogue will not be divided up in classes, but will be given in alphabetical order, with the number of their accredited semesters placed opposite their names.

Thursday afternoon a number of the students met together to form a medical club. A committee of three were appointed to draw up a constitution and active measures were taken to place the club on a firm basis. It appeared to be the wish of those present that only "masculine beings" be allowed membership in the club.

It might be well to admonish all of the students not to turn off their steam valves when about to depart home for a vacation. As a result of such negligence the steam pipes burst in Miriam's room in the Academia and considerable damage done. The proper thing is to leave both the inlet and outlet connections open.

Radical changes have taken place among the board of editors. Mr. John G. Coulter has resigned and Mr. H. G. Timberlake takes his place as editor-in-chief. Mr. J. E. Carver has also been elected to fill Mr. A. O. Jackson's place as business manager. We extend to these gentlemen our hearty sympathy and support.

Now the storm windows are put up on the west side of the college Dormitory, we are reminded of the poor ventilation of the rooms when the wind is not from the west. The heat in the rooms on the west side of the building is well nigh unbearable, and a general complaint has been heard during the last few days. Doubtless something will be done soon to remedy this evil.

The prospects of the "Forester" are growing brighter every day. Bids for the printing are being received and the editors are arranging plans. The subscription is increasing and has now reached the number of one hundred and twenty-five. If the students who have not been heard from, with the alumni and friends will rally to the support of the Board the success of a good annual will be secured and Lake Forest will not be behind her sister colleges in this important matter. Arrangements will soon be made for the alumni editor.

Programs have been printed for the Bible Institute to be held the latter part of the week beginning Friday evening, Jan. 18, and closing Sunday evening. The subject is "Abraham and his Times." The program is as follows: "Chaldea in the time of Abraham," Rev. Able H. Huizinga, Ph. D. of McCormick Seminary, Friday evening.—"Egypt in the time of Abraham," Rev. J. N. Fradenburgh Ph. D., D. D., Saturday evening.—"Palestine in the time of Abraham," Rev. Edward T. Harper Ph. D. of Chicago Theological Seminary. Sunday morning.—
"The Religious conceptions and character of Abraham," Rev. M. Bross Thomas, of Lake Forest College, Sunday evening. All meetings will be held in the Presbyterian church.

THE DESERTED VILLAGE—A VACATION ODE.

WITH APOLOGIES TO OLIVER.

Lake Forest! loveliest city of the shore,
Where students dwell well versed in classic lore,
Where bright-hued autumn made all nature blithe
And Father Time would fain hang up his scythe.
Thy deep ravines are silent all and still,
The squirrel roammeth now where'er he will,
The townsman dares the campus to walk thro'
Where students did of yore great wonders do;
The College buildings all do silence keep,
And e'en the Gym, doth like Endymion sleep:
An all-prevading gloom invests the town
Since it is now deprived of cap and gown.

Sweet smiling village, loveliest of the shore
Thy sports are fled; Sems, Co-eds are no more.
Those throngs that once did grace the foot-ball field
To goal-posts and to grand-stand all have yield.
Here, as I take my unattended rounds
Among thy devious paths and silent grounds,
But one familiar object sees me pass
And kindly greets me with "Keep off the Grass."

Sweet was the sound when oft at close of game
Yon field resounded with a hero's name,
The Freshman gathering yelled anon with vim,
The playful Cads, who gathered at the Gym,
Bartimeus' voice that bayed the crescent moon,
The bells that rang at evening, morn and noon.

But now are hushed the sounds of merry fun,
No joyous sounds are heard, not even one.
The College steps are bare and wind-swept clear;
Of all the crowd of students none is here.
None but the few who stay and freeze, alas!
For Senatorial rank does them outclass;
They freeze because the steam is quite off-turned,
And see why 'tis, though Fried, they can't be burned.

Thus 'twas while holiday held sway o'er all
And jollity was stilled in College Hall.

A. J. C.

The University of Michigan has enrolled two Chinese women as students.—Ex.

At the Chicago University there is one instructor for every six students.—Amherst Student.
FERRY HALL.

Mrs. Stoddard recently made a short visit in Ferry Hall.

The Ferry Hall register shows two new names—Miss Marguerite Harbaugh and Miss Nash.

The birthday of Miss Smith and Florence Pride were appropriately celebrated on Wednesday.

The Misses Mercer entertained the second floor north corridor at a dainty feast, Friday evening.

A chorus of the young ladies gave one selection at the Ladies' Missionary meeting, Thursday afternoon.

Miss Mullen, who formerly came down from Waukegan every day, will be a boarding pupil from now on.

Mr. Harvey having given up his work at the college, Prof. Jack is to have charge of the composition classes.

Miss Sargent and Miss Fleming attended the meeting of the State Teacher's Association at Springfield during vacation.

Every one welcomes Miss Goodwin as she returns for the first time after an illness which caused her absence last term.

Julia Galt has been at Mrs. Starret's school in Oak Park since the holidays. This was her fourth year at Ferry hall and she is much missed among the girls.

The vesper services for the past two Sundays have been unusually pleasant. On January 6th Miss Sargent had planned the meeting with reference to New Year's, a week later Mrs. Coulter gave a short talk on "Work among the Freedmen."

Louise Porter has scarletina. She is in the care of Dr. Haven who fortunately discovered the disease before the infectious stage appeared and ordered her to be at once removed from Ferry Hall. From the fact that she did not return from the holiday vacation until last Saturday it is not known that she contracted the disease during her visit at home.

The parlors of Ferry Hall were well filled on Thursday evening at the meeting of the University Club. All interest was centered in Miss Addams who, in a charming, unaffected, yet forcible manner told of the manifold interests and the extended work of the Hull House settlement on South Halsted street. The pleasure of the evening seemed due to the marked personality of the woman as much as to her practical expression of the attempt to meet the needs of the working classes. After music, the usual social session with refreshments followed.

ACADEMY.

Cranston and Blair Larned entered the Academy at the commencing of the term.

A. F. Yaggy was elected in Mr. Casey's place as Tri Kappa's STENTOR correspondent.

Two young ladies of the Aletheian Society sold a great many tickets for the Schubert Male Quartet in the Academy.

Tri Kappa's Preliminary Contest in Declamation will take place on Wednesday, Jan. 16th, in Tri Kappa's Hall. All visitors are welcome.

ALUMNI.

'94. A. P. Bourns is studying law in the office of Lyman & Jackson, an A 1. firm.

Miss Clara Lord who was at Ferry Hall a year or two ago is now attending Smith College.

The W. E. Pratt Manufacturing Co., of Chicago, has begun a lawsuit for libel to recover $10,000.

'94. A. E. Drake, of Auburn Theological Seminary, spent his vacation at his home in Woodstock, Ill.
THE STENTOR

'93. R. H. Crozier who has been in the C. B. & Q., office in St. Louis, has recently been transferred to the Chicago office.

Miss Grace Brubaker has been visiting the Olivet Social Institute on the north side, of which Rev. N. B. W. Gallwey is in charge.

Of our representatives in Princeton, Waldo spent his vacation in Detroit, Hunt in New York City and Harris in Canaseraga, N. Y.

W. D. McMillan, who is in the grain business with Cargill & Co., in Fort Worth, Texes, is at home in La Crosse, for a two months vacation.

'89. Word has been received that Edgar M. Wilson has reached Bombay. A long letter has also been received from him mailed at a Mediterranean port, descriptive of his voyage up to that point and especially of his sight seeing in London. He visited many historic and other places of interest, the Tower, St. Paul's, Westminster Abby, and a number of art gallaries.

TOWN.

Miss Mary Dwight and Miss Julia Moss have returned to school.

Mrs. Whulorls, of Chicago, was the guest of Mrs. Dwight on Friday last.

The Misses Newill, of Chicago, spent Sunday with their sister Mrs. Aldrich.

Miss Ethel Warner leaves Tuesday for Farmington, where she will attend school for the remainder of the year.

Dame Rumor reports that one of the College professors is hard hit—by one of cupids darts. But as it is only a rumor I will mention no names.

Engagements are in order at Lake Forest. Following closely on the announcement of the engagement of Miss Alice Platt and Mr. Harry Durand comes that of Miss Lucy Runsey and Mr. Arthur Holt.

Tuesday evening next there is to be an unusually interesting meeting of the Art Institute at the residence of Mr. Hall. Miss Morse is to give a talk on "What is music" illustrated at the piano. Those who have heard her in evenings of this sort say she is delightful. In addition to this we are to have some songs from George Ellsworth Holmes whose beautiful baritone voice was heard here last winter on one occasion.

ATHLETICS.

On Thursday last the town team fell victims to the collegians. The game was the closest of the season. Practice has made a great difference in the playing of the town eleven. They run bases more rapidly and bat harder. The final score was 11 to 4. Nash's pitching has been the feature of the last two games. He pitches a swift ball and has wonderful control at times. The college team's fielding is strong, but they are still weak at the bat, continual practice will remedy this fault, and we may expect to have the strongest team in the West.

BOARD OF DIRECTORS' MEETING.

The meeting was called to order by Vice President Lewis at 7:30 in the Library, all members being present except Pres. Bridgman, F. Hayner and C. A. Coolidge. The main object of the meeting was to consider the propositions offered by Prof. Bridgman, first that an apology be sent to the Beloit Foot Ball team, and second that our part of the expenses incurred to arrange the Thanksgiving game be met. The propositions on motion were accepted. It is hoped that this action will set the Association in the right light and trust that no misunderstanding as to the policy to be pursued by our foot ball team may ever occur again.

The report of the foot ball manager was called for, but Mr. Coolidge not being on hand the report will be given at the next meeting.

The treasurer was given power to charge for the use of the gymnasium lockers whatever he thinks reasonable for the remainder of the year. Adjourned.

W. U. HALBERT, Sec'y.
"PARTING IS SUCH SWEET SORROW."

Pony, dear old pony,
You have faithful been and true.
Now at last my dear old pony,
Must I bid farewell to you?
Time brings changes to us all,
Best of friends sometimes must part;
On thy leaves my tear-drops fall,
And a pain disturbs my heart.

Pony, my dear pony,
When you've gone—ah far away,
I'll remember you, my pony,
I will think of you each day.
Other lessons must be learned;
Other ponies take thy place;
Yet forever you have earned
In my loving heart a space.

Pony, faithful pony,
Be to others faithful too;
For they love a helpful pony,
And your friends will not be few.
I am poor—you must be sold—
Bank account's not worth a—(dash),
And a purchaser, I am told,
Offers me the ready cash. —The Owl.

COLLEGE RHYME AND REASON.

"I simply dote on Horace,"
Said the Boston maid, "don't you?"
And the maidens from Chicago
Wondering, queried, "Horace who?"
—Ex.

EXCHANGES.

In the Library of Harvard University there are pictures of every graduate since 1752.

Of the 11,660 students graduated from Columbia College, 9,082 are supposed to be living.—Ex.

The new building of the University of the City of New York will be ten stories high and will cost $700,000.

The Leland Stanford University Base Ball Team has already made plans for a trip to the Hawaiian Islands, next Summer.

The past foot ball season netted nearly $30,000 to the Athletic Association of the University of Pennsylvania.—Ex.

Eleven of Harvard's prominent athletes were among those who received honors at Commencement.—Amherst Student.

The Faculty of Colorado College have taken an advance step. They will hereafter credit for work done on the college papers. The credit depends on the quality of work done.—Integral.

TO SEND A CREW TO ENGLAND.

The profits from the Christmas trip of the Cornell Musical Club are to be presented to the navy as part of the fund to be drawn upon in sending a crew to England.

College libraries are increasing their lists. Harvard now has 143,000 volumes; Chicago, 250,000; Yale, 180,000; Columbia, 155,000; Cornell, 155,000; Pennsylvania, 100,000; Princeton, 91,000; Lehigh, 90,000; University of Michigan, 80,000; Dartmouth, 73,000; Amherst, 61,000; John Hopkins, 60,000.

Otto A. Hauerbach has been chosen by the faculty to represent Knox college in the Washington's birthday celebration of the Union League Club of Chicago, in response to the invitation of that body. John P. Wilson, an old Knox student and eminent lawyer, is president of the club.—Knox Student.

Secretary James E. Sullivan, of the Amateur Athletic Union, told a New York Sun reporter that all the men who have coached college football elevens are regarded as professionals by athletic authorities, and that if Heffelfinger, Woodruff, King or other players should enter competitions under jurisdiction of the A. A. U. their entries would be rejected pending an investigation.
BIOLOGICAL CLUB.

At this last meeting Dr. Conklin of the department of Zoology in Northwestern University, addressed the Biological Club on “Fertilization and Heredity.” Much of the hour was taken up with a detailed account of fertilization as observed by him in a minute study of the genus Crepidula, at the Wood’s Hall summer school. Mitotic cell division was exhaustively explained, followed by an exposition of the successive steps of division in both sperm and egg-cells, including polar-bodies and the phenomenon of chromosome reduction.

The speaker closed with a short discussion of heredity, confining himself to the question of the localization of those organs in the cell which are supposed to bear the hereditary characters. He thinks that this office is not confined to the chromosomes alone but that much of the surrounding cytoplasm together with the asters and centrosomes are probably sharers in the same function.

The French Revolution.

TESTED BY MIRABEAU’S CAREER—BEING TWELVE LECTURES DELIVERED AT THE LOWELL INSTITUTE, BOSTON—BY

DR. H. VON HOLST,

AUTHOR OF THE


2 VOLS. 12 MO. $3.50 NET.

Of all the eminent scholars and thinkers of the Chicago University, none is doing more to give high character to that institution and make Chicago itself an intellectual center than Professor von Holst. The course of lectures on the French Revolution, recently delivered by him before the Lowell Institute, was received by learned and philosophical Boston as an exceedingly valuable contribution to historical thought. The echo of the applause called out there was heard distinctly here that he received two invitations to repeat them in Chicago, both of which were accepted.—Inter Ocean, April 10, 1894.

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