

THE TECH

VOL. XXX. NO. 126

BOSTON, MASS., THURSDAY, APRIL 6, 1911

PRICE TWO CENTS

ALL DAY TRIP TO CAPE

COD CANAL, APRIL 15

Final Arrangements Completed for Excursion on Steamer "King Philip"

TICKETS NEARLY ALL SOLD

Work on Canal and Plant of Keith Car Company will be Seen by Party.

Final arrangements for the big all-day excursion of the Civil Engineering Society are now being made. The trip will be a combined pleasure and inspection to the Cape Cod Canal, and is scheduled to take place Saturday, April 15th. The committee in charge of arrangements have chartered the Steamer "King Philip" for the exclusive use of the Society on this day, but in case the weather conditions should be such as to prohibit sailing across the Bay, the trip will be postponed until the following Monday. Through the kindness of Professor Spofford and his associates, the department will allow the men this day off, so no one need stay back because of classes.

It is planned to start at 7 A. M. in order to allow sufficient time on the Cape and still be able to reach Boston early in the evening. The party will meet and board the steamer at the bridge over Fort Point Channel, Summer St. Extension near the South Station. In case any change in the meeting place should be necessary, it will be announced in ample time.

The sail down Boston Harbor, out past Point Allerton, Nantasket, and Boston and Minots Light and down the South Shore, should prove a pleasure to all. There is ample deck and cabin space for all who have signed up for the excursion, and it is hoped that they will get their tickets this week, otherwise tickets will be sold to anyone who may wish to go, until the limit of 150 is reached.

After a pleasant sail of about four hours, the steamer will have reached Sandwich where the new Canal enters Massachusetts Bay. The "King Philip" will steam slowly up for half a mile where the party will be landed. This steamer and party will enjoy the unique distinction of being the first to use the new Cape Cod Canal, although it is yet far from completed enough to allow a passage through to the southerly entrance in Buzzards Bay. The first thing to be seen is the new breakwater at the mouth of the Canal. This will be seen at close range as the steamer enters. Where the party lands will be seen the field officer of the so-called Eastern Division, the big dredger or sand-sucker, General Mackenzie and other dredgers at work. There is also a self-recording tide gauge in operation at this point which may be of interest to members of the class in Astronomy and Geodesy.

From here the party will walk up the canal bank to Sagamore, seeing en-route how the ground is staked out and broken by land-diggers preparatory to dredging. At Sagamore, through the courtesy of President E. S. S. Keith, the party will be allowed to go through the very extensive plant of the Keith Car Company. This company has recently greatly extended and rebuilt its plant, and now has a capacity of about twenty-five cars per day and employ in the neighborhood of six hundred persons.

It is not impossible that there may be time for a brief ball-game on the sand flats before returning. Cards and checkers (or even dominoes for those who are inclined to more exciting sports) will help to pass away the evening sail to Boston.

Hot coffee, and fish chowder will be supplied by the Society but all are advised to take their lunch as it will be a long day, and the opportunities for buying

Continued on Page 3

INSTRUCTIVE EXCURSION

TO WATCH FACTORY

Mechanical Engineers Inspect the Manufacture and Assemblage of Watches

Tuesday afternoon one of the most successful excursions that has been conducted at the Institute for sometime was held by the Mechanical Eng. Society to the Waltham Watch Factory. Over 90 men made the trip, there being representatives from all the engineering courses at the Institute and many from the instructing staff. The party was received at the office by Superintendent Burckes and engineers Eaton and Ela. After leaving their hats and coats at the office the fellows were divided into groups of 15 each group having a guide. The boiler and engine rooms were first visited and ample opportunity was given each man to thoroughly inspect a well designed station. The boilers are rated at 1500 horse power and are of the B. W. type. There are two 500 Kilowatt generators, steam driven, also two Westinghouse automatics of 250 Kilowatt and 100 Kilowatts. A compound, duplex, air compressor made by the Ingersoll Rand Co., proved to be of interest to the men. The compressed air is used in many departments of the factory; providing the motive power for nearly all parts of the automatic machinery and for driving compressed air motors, some of which run at 70,000 R. P. M. Air is also used for numbering and stamping presses.

After leaving the power station, the parties inspected the automatic plate machines and screw cutting machines. All the operations on plate are performed by one machine, the blank being fed in and the finished plate turned out. A system of extremely complicated cams open and close compressed air valves, allowing the air to rapidly and effectually actuate the moving parts. The delicacy and accuracy that can be acquired in machine tools was forcibly impressed on the fellows by an inspection of the automatic screw machines. What appeared to the naked eye as a basin of file dust, turned out to be, when examined under a double glass, thousands of perfectly formed screws, threaded, polished and with a slot cut in the head. Steel or gold wire is fed to the machines, according to the screws desired, and the finished screw results.

Another interesting department is the "setting up" room, where the watch is assembled. Nearly all the employees in this department are women and many interesting and enthusiastic explanations about the watch were received by the fellows.

Probably the most interesting sight was the timing device where the standard time is kept by the company. There is an underground chamber in which the three clocks are kept. One clock keeps the sidereal time, the company having its own observatory where time comparisons with the stars are made weekly. The other two clocks are the mean time clocks from which the watches are timed in testing. Each of the three clocks is supported on a separate pillar made up of I-beams and tiles and the pillars rest on a bed of sand 18 inches deep, so that no jar is transmitted to the clocks. There clocks do not vary twenty eight one hundredths of a second in a month which gives an idea of the reliability required.

The party did not leave the factory until 5.30 o'clock. Upon leaving, each man received a souvenir booklet relating the history of the watch industry in the United States and abroad. The booklet also contained some valuable cuts and some very interesting "watch talk".

At Illinois the athletes who have won the Varsity letter two years in succession are awarded a blanket with the "I" upon it.

CIVIL ENGINEERS MAY

PUBLISH QUARTERLY

Publication of a Journal is Again Considered by the C. E. Society

Considerable discussion has recently been aroused among the members of the Civil Engineering Society as to the advisability of publishing a journal. There was some agitation last spring about the same matter and much preliminary work on it was done during the summer, but it was considered best not to start it this year. At that time the officers intended to publish the Journal every month during the school year and it was believed that the Society has sufficient strength to make it successful.

It is now proposed to issue it four times during the year, in October, December, February and April. Under this plan the work of the editor and management would be less strenuous and a fellow could easily carry it to gether with his regular work. Articles in the proposed journal would be written by graduates of the Institute concerning the various lines of work in which they are engaged, and articles might also be contributed by other members of the profession having something interesting to say. Various undergraduates might write of their experiences in summer work or of engineering work which they have had opportunities to investigate and could point out the important and interesting features of such understandings. Such a journal might also contain a brief outline or review of the articles of general interest appearing in the various engineering publications.

It is believed that the opportunities of the proposed journal are invaluable to members of Courses I and XI. The practice in writing up the various news articles will be exceedingly valuable and the undergraduates contributing will have an excellent chance to learn how to express themselves in good clear-cut English, without any waste of time or space. It is found among the majority of the men that there is a sad inability to write a good, clear, readable report with the facts in the proper order and it is believed that the journal will prove valuable as a means of improving such faults.

Prof. Porter has always been an ardent advocate of the idea of men reading papers, at the Society meetings, which they have prepared on some subject of general interest. This was done in the early years of the Society's existence but has not been continued in recent years.

It has seemed to be the general opinion that more benefit might be derived from listening to men of experience. Prof. Porter's idea is excellent, however, and it is believed that the journal would afford a means to the same end.

Such a journal as the Civil Engineering Society proposes would not in any way be a competitor of "The Tech". It would confine itself to original work on engineering subjects and if a man desired to be on the board of either or both, there should be no interference nor should the work be so difficult as to prevent it.

The editorial and business staff would be chosen after competition and there appears to be no reason why another worthy and excellent activity should not be added to those already at the Institute. Several of the large engineering schools already have their magazines, notably Cornell. The "Cornell Civil Engineer" is published monthly by the Associations of Civil Engineers, and contains about fifty pages. At a meeting of the Society in the near future, this matter will be brought up for discussion. Meanwhile, it is hoped that any fellows having any ideas on the subject will not be bashful in putting them forward as the larger the number of ideas presented the more successful is the undertaking likely to prove. Any suggestions should be left in Box 14 at the Cage.

EXCEPTIONAL OPPORTUNITY

OPEN TO UNDERGRADUATES

Students not only Permitted but Expected to Attend Lectures Tuesday.

PROMINENT ALUMNI SPEAKERS

Five Divisions of Lectures Devoted to Various Topics of Engineering Interest.

For fear that there may be some misunderstanding as to whether the undergraduates are to be allowed to listen to the various papers which will be read by the prominent Alumni of Technology on the second day of the Congress, this opportunity is taken to announce that every student is urgently requested to attend these meetings. There will be five different sections, each section devoted to some particular topic, and they will be divided among the different lecture rooms of the Institute, and will all be given at the same time owing to the large number of papers to be read. They will consist of discussions of great importance relating to modern science and its advancement during the past fifty years due to the work of graduates of the Institute and they will be read by our most prominent Alumni. Since many of these busy men are coming great distances and sacrificing valuable time, it behooves every Tech man to at least attend one of these interesting meetings and thus show his appreciation.

The Faculty have decided to give us a vacation on Tuesday, April 11, from eleven o'clock on, and it will only mean one or two hours out of the day which every student ought to gladly give in order to have the privilege of listening to such interesting speakers, who will touch upon subjects familiar to us all. Notice will be posted informing everyone of the hour, subject and room, in which each topic will be discussed.

Therefore it becomes the duty as well as the privilege of all the students to be on hand Tuesday to listen to these noted speakers and it will be of lasting benefit to everyone.

ORCHESTRA REHEARSING

FOR MANY CONCERTS

The Orchestra will take an important part in the Congress of Alumni next week, and rehearsals are scheduled for nearly every day this week.

On Thursday the combined Musical Clubs will practice in Huntington Hall, and it is imperative that every member be present at this meeting. On Saturday and Monday the Orchestra will rehearse in Symphony Hall.

"La Dame Blanche Overture" and "La Traviata" will be rendered by the Orchestra at the Spring Concert, and selections from "Naughty Marietta" will be played at the Technology Congress.

CALENDAR

Send all notices for calendar to E. W. Taft 1913 Institute Committee at the Cage.

Wednesday, April 5

4.15—1913 Base Ball Practice—Field.
4.15—1913 and 1914 Cross Country Practice—Field.

Thursday, April 6.

5.00—Technique Board Mtg.—Union.

Friday, April 7.

1.30—House Com. Mtg.—Cage.

4.15—1913 Baseball Practice—Tech Field.

4.15—1913 Technique Electoral Com. Mtg.—27 R.

Saturday, April 8.

2.00—Orchestra Rehearsal—Union.
3.30—1913 1914 Cross Country—Field
8.00—Cosmopolitan Club Mtg.—Union

THE TECH

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In charge of this Issue..... A. J. Pastene, '13

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THURSDAY APRIL 6, 1911

The undergraduates of the Institute this year have an exceptional opportunity open to them. This coming Tuesday, at the Technology Congress, there will be delivered addresses on topics of engineering interest by some of the ablest authorities in the country. So valuable is the privilege of attending these lectures and hearing what these men have to say, men are attracted from all parts of the country to hear them.

It is unfortunate that no one man is able to hear all of these lectures in person for the series of lectures are divided into five sections, which will be in session at the same time in the various rooms of the Institute. This, however, permits each man to choose the subjects of greatest interest or value to him and to attend the lectures upon those subjects.

With such a rare privilege open to the undergraduates, an appeal to each man to attend as many of these lectures as possible seems superfluous. The faculty has granted us the half holiday for that purpose, and each man should seize the opportunity to listen and learn from the authorities in his branch of engineering or science.

COMMUNICATION

To the Editor-in-Chief,
 T. K. Krueger's letter in yesterday's *Tech* was very gratifying. He did not deny however, that the "posting" of men for voluntary or involuntary non-payment was "co-ercion". He merely ridiculed a perfectly good word, and expostulated on the abstract "class patriotism".

An explanation is probably due from me. My object was not to justify non-payment of dues but rather to protest against the proposed posting method for collection of the dues. Had I known of the true facts as stated in Krueger's letter I probably should not have burst into the limelight as I did.

I feel quite certain that because of Krueger's letter and the containing statements, dues will be paid up with more alacrity in the future. A clear statement of facts, even when brought out by a disagreeable charge must surely result in results.

T. I. M.

EXPERTS CALL BOSTON FIRE HAZARD SERIOUS

Present Conditions and Remedies Discussed at Meeting of Boston Architectural Society

That the possibility of Boston experiencing a fire horror such as that which occurred in New York two weeks ago is by no means remote, was the disquieting fact unamously stated by the fire fighters, insurance experts, and real estate dealers who spoke before the meeting of the Boston Society of Architects in the Parker House Tuesday evening. The remedies suggested were better types of buildings constructed hereafter, and also improvement of existing structures. The task of making Boston secure from a serious fire hazard is a task requiring the full co-operation of all architects, investors, and builders.

In general the building laws and fire limits need revision and also the need of a high pressure service, such as is already installed in most of the larger cities of the country, is imperative. Commissioner Daly pointed out that the fire fighting service has remained at a standstill while the population of the city has increased 30 per cent, and that the force needed to be strengthened by more men and improved apparatus, especially motor-driven apparatus, in order to give outlying districts better protection.

Chief Mullen called the attention of the meeting to a number of specific improvements which should be enforced. These improvements were meant to apply especially to the wooden buildings which the suburban sections largely consist; to department stores filled with inflammable material; and to manufacturing establishments. Mr. Franklin H. Wentworth, secretary of the National Fire Protection Association, pointed out how the tremendous annual loss from fires in the United States represents a tax of \$3.

TECHNIQUE RUSH TO BE HELD AT THE OVAL

Another day has gone with the result that a number of men availed themselves of the opportunity to sign up for Techniqu Remember, there will be a man ready to receive signatures at the Union every day during the week from 1.30 to 2 o'clock and slips will be on hand at the Techniqu office from 4 until 6 every day so that it is up to all those who really want the best Techniqu that the Institute has witnessed for many a year to sign up at the first spare moment he has. The leather bound editions are the most acceptable gifts a fellow can give and this years de luxe will be a wonder, for they are to be bound in sheep-skin which is the very best the Board can obtain.

The rush will probably be held between the Armory and the Technology Chambers in order that there may be plenty of room for the participants as well as the onlookers and since the first five copies of the book are to be de luxe editions with President Maclaurin's signature on the title page an extremely strenuous rush is anticipated. Many men have already signified their intention of entering the fray and Tuesday afternoon of the eighteenth of April, bids fair to witness the biggest rush in years.

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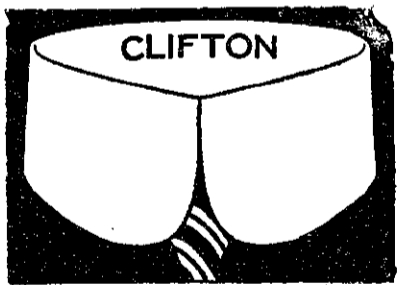
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TUFTS AND HARVARD MEN PRES-
 ENT

The Civil Engineering Society of Tech-
 nology together with those of Tufts and
 Harvard was given a reception las: evening
 by the Boston Society of Civil Engineers,
 in the rooms of the Boston City Club. *
 The President of the Boston Society
 in welcoming the future engineers, ex-
 tended to them an invitation to attend
 any regular meeting of the society. The
 speaker of the evening, Mr. J. B. Francis,
 consulting engineer for the Pennsylvania
 R. & R., was then introduced. His talk
 on the New York terminal of the Pennsylv-
 ania R. R., illustrated by lantern slides,
 proved very interesting as it gave many
 details of the work which are of great
 importance to an engineer. The building
 of this terminal, the greatest engineering
 work of its kind in the world, extended
 over a period of nine years. The tunnels
 under the East and North Rivers were very
 important parts of the work and presented
 many interesting and unique engineering
 problems. The terminal itself occu-
 pies an area of twenty eight acres which
 was obtained by razing over five hundred
 buildings. Before actual work on the
 structure could be begun, bridges had to
 be built over eighth and ninth avenues
 and thirty first streets. This was a very
 difficult problem as the bridges had to
 be built strong enough to bear the weight
 of elevated trains. The actual structure
 is a very beautiful building of marble
 and granite and is the finest R. R. station
 in America. At the close of his lecture
 Mr. Francis gave out pamphlets describ-
 ing the building.
 Refreshments were then served and the
 remainder of the evening were spent in
 songs and cheers.



Now's the time to come around to the
 Union and get admission tickets and invi-
 tations. The time is coming when there
 will be a crowd around the desk, so come
 now. Avoid the rush, and give the com-
 mittee a lift.

Too much stress cannot be laid upon
 the necessity of reserving adjoining seats
 now. If there are any groups of men,
 who want to sit together at the Prom,
 it is absolutely imperative that they
 leave word at the desk at once.

No, it is not too late to sign up.

In case you have any dances still open
 you can leave your name at the desk
 and you will be put in touch with men
 who desire dances.

Be sure and bring your stub with you
 when you come to the Union.

Invitations are ready.

Freshmen and Sophomores are not
 taking advantage of their opportunities
 if they miss the Prom.

Two more weeks to April 21.

Continued from Page 1.

lunches at Sagamore are limited to one
 very small cafe and a drug-store. Tobac-
 co and confectionery will be on sale on the
 boat.

Anyone, whether a member of Course I
 or not, who desires to join the party should
 leave a note at the Cage for O. D. Powell,
 Sec'y, and will be notified if there is an
 opportunity for him to go. The price
 of the round trip for the excursion is two
 dollars.

H. P. Ireland 1911, and D. J. McGrath
 1912 constitute the committee in charge,
 and will be pleased to give further infor-
 mation to any one interested.

FATIMA

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LANGUAGE

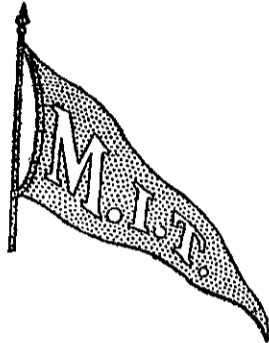
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NOTICE

Will the man who found book No. 3969-107 of the Boston Public Library left in E. E. Library, kindly return it to P. Le R. Flansburg.

All those wishing to participate in a Soccer foot-ball game at the Anniversary exercises on April 10, leave their names at the Cage.

Lost:—Moore Non-Leakable Fountain Pen. Finder please leave at the Cage for A. E. Howlett, '13.

Two thousand and three hundred Washington students signed a protest against bridging Union Bay with a trestle, which would interfere with the work of the college crew.

The American and China College students in Pekin recently formed "The American College Men's Club."

The students of the agricultural short course at the University of Wisconsin publish a weekly newspaper while the course is in progress.

THESES

Theses will be due Monday May 22. Seven weeks to complete the work and have the results put into shape. Let us help you in making it a neat job worthy of the time you have spent on it.

You will receive the benefit of a discount if you bring in your manuscript in whole or in part within the next three weeks.

The Tech Typewriting Bureau, 39 Trinity Place, opposite Tech Union, Telephone B. B. 1387.

DRAWING DEPARTMENT

Week of April 3
Descriptive Geometry
Constructions 2 and 3 (2½ hours.)
Mechanical Drawing
The "Chain and Sprocket" will be called in after 1½ hours work on it. The Hand-rail stud will be begun.

GLEE AND MANDOLIN CLUBS

Important rehearsal in Huntington Hall to-day at 4.15.

THE BIG DAY APRIL 10

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