

# THE TECH

VOL. XXX. NO. 38

BOSTON, MASS., FRIDAY, NOVEMBER 18, 1910

PRICE TWO CENTS

## NEW OFFICERS ASSUME DUTIES

D. R. Stevens, E. Montgomery and H. R. Birchard Officers of Institute Committee.

### SUB-COMMITTEES APPOINTED.

Next Meeting Will Be Held On Tuesday, November 22d, In Union.

The second regular meeting of the Institute Committee was held at 4.30 o'clock yesterday afternoon. A. Eicher, the Secretary-Treasurer of last year, opened the meeting, in place of Vice-President Copeland, who did not arrive till later. The reports of the two previous meetings were read and accepted after corrections. After this Mr. Eicher declared nominations for officers were in order, and Mr. W. W. Warner moved that one ballot be cast for the following men: President, D. R. Stevens; Vice-President, E. Montgomery; Secretary-Treasurer, H. R. Birchard. The motion was unanimously passed, and the new President, D. R. Stevens, took the chair. President Stevens then proceeded to appoint members to the various committees, as follows: Point System Committee, J. C. Fuller, J. L. Barry. Bulletin Board Committee, A. H. Waitt. Calendar Committee, E. W. Taft.

The President next called for nominations for the Executive Committee, and the following men were nominated: R. H. Ranger, J. C. Fuller, H. C. Davis, L. C. Cooley, Charles Carpenter.

No further names being submitted, the President closed the nominations, with the understanding that they could be opened next meeting.

Nominations for the Finance Committee were then called for, and M. R. Scharff, H. Albers, J. Morey, G. Glidden, H. L. Coburn and A. D. Fuller were nominated.

I. W. Wilson moved that Mr. Scharff be elected a member of the committee at once, and this motion was unanimously passed. The nominations for this committee were left open until next meeting, in the same way as were those of the Executive Committee. J. C. Fuller asked that a third man be appointed to aid him on the Point System Committee, and the President allowed him to choose whoever he wished.

Mr. Fuller was directed to post the latest rating of the point system on the various boards around the Institute. Any persons who have suggestions to make concerning the point system are requested to present them to him personally, or send them to the Cage before Tuesday, November 22, at 4 o'clock, in care of J. C. Fuller.

The President instructed the heads of the several committees to prepare their reports for the next meeting, which was to be held Wednesday, November 23, at 4.30 o'clock, but it was decided after the meeting that it would be advisable to change this date to Tuesday, November 22, at 4.30 P. M., on account of the fact that many of the members would be leaving for the Thanksgiving holiday. The meeting adjourned at 5 P. M.

### CROSS-COUNTRY CUPS.

There is a correction to be made concerning the article about the Cross-Country Cups which appeared in yesterday's Tech. The cups last year were presented by the men named, but this year they are furnished by the Hare and Hounds' Club.

A man can win but one of these cups; that is, a man might make the best time and also finish first—he would then be entitled to the choice of first prize or time prize.

## JOINT MEETING EXCITES INTEREST

Various Professors Express Views On Professional Societies' Dinner.

### EARTHQUAKE ENGINEERING.

Interesting Talk to Be Given By Professors Jaggard and Spofford.

That the joint dinner of the professional societies of the Institute at the Union on November 22nd will be of great benefit to all who are present is the general opinion of everyone interviewed by a Tech reporter. The different professors were as enthusiastic as the students, and some of the opinions are as follows:

Dean Burton—"It is one of the best things we've had here. This will tend to do away with the lack of acquaintance of upper classmen."

Professor Spofford (Course V)—"I consider that any function of this sort which tends to bring together students of all courses should be of great advantage to all concerned."

Professor Allen (Course I)—"This is a good idea. It is very desirable for the whole student engineering mass to get shaken up together occasionally."

Professor Miller (Course II)—"The talk is an excellent one and is very interesting indeed. It is a good idea to bring all the men together. The big societies do this sort of thing every year."

Professor Chandler (Course IV)—"Anything which creates a better knowledge for a man of what is going on in the other departments is a good thing. The success of the Institute is based upon association."

Dr. Talbot (Course V)—"This is a sound thing. It will help to broaden the views of the men."

Professor Jackson (Course VI)—"All engineers should strive to get a general knowledge of all branches of the engineering profession. I wish the meeting much success."

Professor Sedgwick (Course VII)—"A fine idea. I hope all the fellows will turn out."

Professor Porter (Course XI)—"The idea is first rate. The meeting will tend to prevent exclusiveness. It is quite in line with what the older engineering societies are doing."

This will be one of the largest dinners ever catered to by the Union, and it is expected that the entire dining room will have to be used. The lecture will be held in the upper assembly room.

The lecture was recently given before a combined meeting of all the sections of the different engineering societies in Boston, and created a very great impression. The slides are especially good and the subject is one which should be interesting to every student of engineering problems.

In order that the students may meet each other, they will be assigned to seats at the various tables, and no man should sit next to a student in his own course. Those men who wish to sit together should specify this fact to the man from whom tickets are secured. No tickets will be sold after Monday night. This arrangement is necessary in order that the seating plan be carried out.

Tickets are now on sale by members of all societies, and quite a number have been sold. The price is fifty cents.

After a strenuous campaign, the Michigan Union Club reports a membership of over one thousand.

## ELECTRIFICATION OF BOSTON RAILROADS

Plans Are Entirely Practical and Time Not Far Distant When Change Will Be Made.

### OPPOSED BY LAND OWNERS.

Chief Advantages Are Cleanliness, Safety, Reliability and the Saving of Time.

(Special by Technology Press Association.)

"Purely sentimental reasons may hold up the electrification plans of the New York, New Haven & Hartford, Boston & Maine, and Boston & Albany Railroads for some little time," was the opinion of Professor Dugard C. Jackson, head of the Electrical Engineering Department at the Massachusetts Institute of Technology, and President of the American Institute of Electrical Engineers.

"The plans are exceedingly practical and the time is not far distant when Boston must have such a traction system," continued Professor Jackson, when interviewed at his offices in the Lowell building of the Massachusetts Institute of Technology. It was the eminent engineer's opinion that a mountainous proposition, such as this electrification plan is, should be carefully worked out and given considerable publicity before taking any definite step.

"It is a tremendous proposition," added Technology's scientist; "the economic problems alone are enough to warrant the most exhaustive examination before attempting to consider such a move."

"To my mind it seems safe to conclude that no general substitution of electrical or steam traction can be made unless substitution is complete—that is including passenger and freight operation and yard switching in addition, and also in making such substitutions operation should be extended to include the whole length of run or engine distance, in order to avoid the uneconomical sub-division of the present train runs, together with the added expenses and delays incident to intermediate engine transfer station."

"Notwithstanding all the adverse criticisms such an electrification plan may have, there are many advantages for the public to consider. If electric service is to remain in high favor with the public, it must contribute to their general comfort much more than does the present steam service. Among these contributions may be mentioned: cleanliness, ventilation, lighting, heating, safety and reliability. Electrification is bound to come, but at this stage of the game it is hard to tell just what channels are best in which to push it forward."

"One thing that seems a very important factor in this new engineering feat is the large estate owners through whose lands such lines would necessarily pass. They will oppose the electrification to the very last moment. These large estate owners about the suburbs of the city are very powerful and must be considered in this question."

"There is the Boston Elevated Railroad," continued Professor Jackson, "which must be figured on in this new move. The Boston & Albany Railroad would, when their electrification was complete, draw an enormous amount of traffic from the 'L' which might bring about economical conditions, the consequences of which are not easy to forecast. To some it may seem that there will be a financial upheaval from the results of this electrification system that will eventually be a benefit to the community."

(Continued on Page 4.)

## MR. CLAFLIN ADDRESSES CHEMICAL SOCIETY

Gives Interesting Talk on the Subject of "The Chemist and His Livelihood."

### DISCUSSES THE BEST POSITIONS

The Salesman for a Large Chemical Firm Has Often the Best Opportunities.

It was not until after 10 o'clock last night that the meeting of the Chemical Society broke up. Mr. Alan A. Claffin gave a most interesting talk, and at the close of this a spirited discussion of various points which had been brought up during the address took place. Over seventy men of the society attended, and the interest was unceasing throughout the evening.

After the minutes had been read by the Secretary, President Johnson said a few words with reference to the joint meeting of all the professional societies which will take place in the Union on Tuesday next. He expressed his hope that a large number of the men from the chemical courses would find it in their power to be present. Mr. Claffin, who is a graduate of the Chemistry course of the Institute and a member of the class of 1894, was then introduced. Mr. Claffin is the president of the Avery Chemical Company, and had chosen for the subject of his talk "The Chemist and His Livelihood."

The speaker first emphasized the fact that, in many cases, the student at the Institute, or at any college, for that matter, had no very definite idea of what he was to do after graduation. The course in chemistry is only a beginning to the future development of each individual. Many opportunities are open and the speaker dealt with each possibility in turn. First, there is the field of teaching. "Do not," said Mr. Claffin, "attempt to teach chemistry unless you are a lover of science for science's sake. And in addition to this one must be a natural student to succeed. Success in teaching can only come with patience. The chief advantages of taking up this life work are the opportunities for research, the good society with which it brings one in touch, and the opportunities for travel.

"Next to teaching, the largest number of men take positions as chemists in large corporations. Mr. Claffin seemed to think that this was rather a thankless position, and in addition to this the pay was, as a rule, rather poor. The chemists of the large textile, tanning and steel industries are usually not properly supported. However, the laboratory of a large manufacturing establishment is often the stepping stone to higher positions, in particular that of office executive. A man who succeeds in the laboratory and then gains practical knowledge in the works themselves, has

(Continued from Page 3.)

### CALENDAR.

#### Friday.

- 4.00 P. M.—Gym Team Practice—Gym.
- 4.00 P. M.—1914 Cross-Country Practice—Gym.
- 4.15 P. M.—Orchestra Rehearsal—Union.
- 5.00 P. M.—Basketball Practice—Gym.
- 4.00 P. M.—Sophomore Cross-Country Practice—Gym.

#### Saturday.

Handicap Cross-Country Run. Leave Back Bay Station at 2.09 P. M. Regular Handicap Course.

# THE TECH

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FRIDAY, NOVEMBER 18, 1910.

Manager Benson reports that men are not signing up for the Handicap Cross-Country meet in as large numbers as they should. Cross-Country has always been one of Technology's favorite forms of athletics, and one in which Tech has been very successful. We have a strong team this Fall, and with just a bit of strengthening by the training of new men, we have high hopes of winning a championship next year. The eyes of the entire Institute are consequently fixed on the coming meet, for in that race will be shown the stamina of the new material. It is hoped that the Varsity men will all come out, but the handicaps will be such that a new man will have an equal, if not better chance to secure first place. Three beautiful cups are awarded, two for first and second places, and a third for the best actual time. No one who has any thought of trying for the Institute or class cross-country teams should miss the race this Saturday.

## THE HORNETS NEST

"Well, as Professor Cross said the other day, 'The frequency of bars is proportional to the square root of their length.' What do you think of it?"

Everyone laughed but Billiken, who muttered a muffled "Shut up, can't you, you bunch of bums."

Cad spoke up, "What the deuce is the matter with you today, anyway? Bright Eyes, where did you get the grouch? Thought you said you made a hit with Files today in Buggography?"

"Hang Buggography. What's the use when Professor Geta Stanza picks on me every day."

"I can't ask a question, say anything, or even smile without him jumping all over me. I asked him today what was the difference between a cross and a wet section, and he told me to refer to the Encyclopedia and then bring him a written report on my findings. Before I had recovered from this blow he asked me how far it was between two points. (How long is a piece of string?) Then a little later, when he asked Nutman a question which he couldn't answer, why just because I held up my hand and snapped my fingers, he told me to get my hand down, that I looked like the Goddess of Liberty."

"So far, so good," replied Cad, "but did you ever stop to think what a nuisance the 'Foolish Question Fiend' and the 'a la Statue of Liberty Fiends' are to the professors? I heard a lec-

(Continued on Page 3.)

## LONDON ENTERTAINS AMERICAN SAILORS

Music Halls and Theatres Are Thrown Open to Visitors For Ensuing Week.

DINNER FOR ADM. SCHROEDER. Second Division Cheered and Saluted Upon Its Entrance Into Portsmouth Harbor.

England is exhibiting the liveliest interest in the arrival of the American fleet. The ships reached there today, and London will soon be filled with our jacksies, who are to be entertained royally. The British Seamen's and Soldiers' Clubs, as well as the music halls and theatres, have sent offers of hospitality to Commander Edward Simpson, American naval attache at London. The Pilgrims' Society will give a luncheon for Rear Admiral Schroeder, who, however, is not expected to visit London. It was an inspiring sight when the American fleet, steaming into Portland this morning, passed the second division of the British home fleet, and were saluted for more than half an hour.

An unusual courtesy, seldom granted to men of foreign ships, has been extended to the Americans; that is, the privileges of the naval canteen at Portland and of the Sailors' Home in Weymouth harbor. The visitors will also have the use of the naval recreation grounds, and many interesting rowing and sailing matches have been planned.

The battleship Minnesota (Rear Admiral Murdock's flagship), Idaho, Mississippi and Vermont, which comprise the third division, experienced very rough weather throughout the passage, but arrived today at Gravesend none the worse for the trip.

## MOROCCO PAYS \$13,000,000 INDEMNITY TO SPAIN.

As a result of the Spanish campaign against the Riff tribesmen in the summer of 1909, Morocco has agreed to pay Spain an indemnity of \$13,000,000. Besides the payment of the indemnity Morocco is to cede to Spain the territory which lies about 16 miles east of the Spanish settlement of Melilla, which is six miles beyond the furthest point occupied by the Spanish army during the war. Custom houses are to be established at Melilla and Ceuta. The Canalejas government will be greatly strengthened by this favorable settlement.

## MUSICAL CLUBS NEED BANJOS AND GUITARS

Interesting Plans Being Formed For Mid-Winter Concert.

That the musical clubs of Tech are making great progress was easily apparent at the rehearsal of the Mandolin Club at the Union yesterday. The attendance is very regular and the spirit of the work augurs well for its artistic as well as financial success. The first selection was "Le Lisonjera." At the beginning the enthusiasm was so great that difficulty was experienced by the players in keeping up with their instruments. Under Applequest's leadership, however, the enthusiasm was converted into harmony and the succeeding subtlety of the piece was given admirable rendition. In the second aria, "Charme d'Amour," the greatest success was met with, and the effects were attained with distinction. The remainder of the program consisted of "The Teddy Bear's Picnic," and the seductive "Madame Sherry." The men who were present yesterday were Taylor, Stubbs, Scanlon, Sayward, Rowley, Russell, Nichols, Carpenter, Moore, Calver, Lewis, Bryant, Holmes, Brotherton, Dickson, Applequest, Dento, Allton and Wheeler. A banjo quintette is to be formed and more men who play the banjo are wanted. W. D. Richardson, manager of the clubs two years ago, is in temporary charge. More guitars are also in demand.

Plans are being furnished to make the mid-winter concert to be held at the Copley Hall, December 19, 1910, the best ever.

The Glee Club also showed up well at its rehearsal, and the coach is enthusiastic over the club's prospects. The advancements of the clubs as a whole leaves nothing to be desired. With more practice, the organization will develop and round out in fine style.

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(Continued from page 1.)

the finest of opportunities to get the best positions offered."

Mr. Claffin then took up the selling end of a large business. This, he seemed to think, offered the best chances to the active, conscientious man. Contrary to the popular opinion, in no field is actual knowledge more necessary. There is the additional advantage of being able to come into personal contact with the heads of large manufacturing firms. Curiously enough, however, it is rather difficult for recent graduates to get positions. This is chiefly due to their lack of any positive recommendations. The opportunity of securing an office position, having once succeeded as a salesman, is not frequently met with.

After Mr. Claffin's address he volunteered to attempt to answer any questions put to him. A most interesting discussion then took place. After this refreshments were served and the meeting broke up.

(Continued from Page 2.)

turer say once that he told a committeeman that he wanted a glass of water on the stage. "To drink?" asked the gentleman. "No, I make a high dive in the second act," was the answer. A fellow should use judgment in the questions he asks, and another thing, how can a fellow recite if he sees some dub holding up his hand to show he happens to think he knows something? Perhaps these practices have become habits. A bad habit is a poor thing. For example, the other day when the Cusmapolitan Club had its picture taken, and after one exposure had been made, the photographer said, "I'll take another." Jugg, forgetting himself, promptly replied, "I'll take the same."

"Oh, cut the Woman's Foam Journal comedy and get back to earth," yawned the Freshman. "I'll match you to see who goes after some eats,"

**SECOND YEAR.**

November 8, 1910.

All students having deficiencies in Structural and Field Geology (870) are to report to Mr. Allan before November 14th.

WALTER HUMPHREYS,  
Registrar.

# FATIMA

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## GRAMMAR

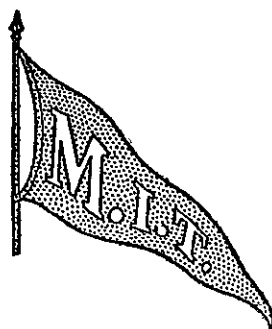
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(Continued from page 1)

It was Professor Jackson's opinion that electric service would increase the working cost of the road. "With all the good advantages," said he, "that an electrification plan may have this cannot help but increase the working cost of the road. For example, the investigation into the probable increase in passenger traffic on the Riverside circuit of the Boston & Albany, due to electrification, is a typical case. For this branch only, assuming \$2,000,000, which is probably as small as the cost of electrification, the total operating cost is 1.87 cents per passenger mile. Comparing this 1.87 cents cost of operation per passenger mile with 1.21 cents, the present price per passenger mile, it is plain to see that no reduction of fare can be made.

"Under slightly new conditions we find the total cost of operation reduces to a value of 1.33 cents per passenger mile. Even this new figure—1.33 cents—is above 1.21 cents, and, therefore, it is evidently out of the question to consider a reduction in fares even for the purpose of inducing greater traffic in this territory. If any traction can be made it is the saving in time, cleanliness, ventilation, lighting, heating, safety and reliability."

**COMBINED PROFESSIONAL SOCIETIES' MEETING.**

Dinner—Union, Tuesday, November 22nd, at 6.30 P. M. Professors Spofford and Jagger will speak on "Earthquake Engineering." Illustrated. Tickets on sale at the Cage, 50c. Leave your name and course. **POSITIVELY NO TICKETS** will be sold after Monday night, November 21, owing to proposed seating arrangements. Parties desiring to sit together please so specify.

**ELECTRICAL SOCIETY VISITS L ST. STATION**

Twenty Men Inspect Edison Company's Generating Plant.

The Electrical Engineering Society, accompanied by Professor W. E. Wickenden and Mr. Thompson, of the instructing staff, visited the L. Street Station of the Edison Electric Light Company at South Boston, yesterday afternoon. About twenty members of the society took advantage of the opportunity of making this trip. Upon arriving at the station the main generating plant, containing five large Curtis turbines of the latest type, was gone over. The large furnace room was next visited. All of the coal-eaters in this plant are provided with automatic stokers, by which certain of the unpleasant features generally common to such a station are done away with. One entire room is devoted to the various types of generators, motors, field exciters and other electrical apparatus. The entire plant is controlled from an immense switchboard which occupies a space the whole width of the building. Just before the party left they were given a chance to see a turbine run into the line to accommodate the increasing evening demand. This is considered to be one of the most instructive trips which is held during the year, and every man who did not make the trip yesterday should make it a point to go Monday afternoon, when another excursion will be made to the same place, provided at least 15 men sign up on the E. E. Society bulletin board in the Lowell Building.

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On its own merits this pen is fast finding its way all over the world. There probably is a dealer in your town who now carries it and you can buy of him; but if there isn't, if you will send us the name of your most reliable dealer, we will see that he has an assortment of these pens for you to select from.

Be careful to give us his name and address and your name and address correctly. State also whether you like a fine, medium or coarse pen; otherwise, we shall send an assortment that you can purchase from at \$2.50.

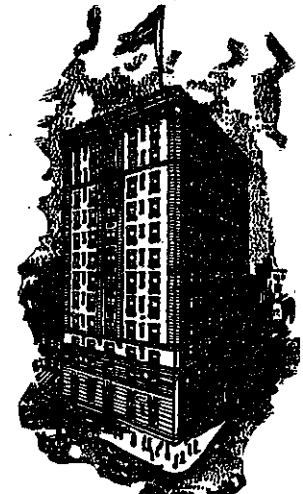
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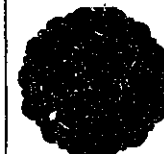
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