

THE TECH

VOL. XXXII. NO. 77

BOSTON, MASS., TUESDAY, JANUARY 14, 1913

PRICE TWO CENTS

ARCHITECTS' SOCIETIES HOLD JOINT MEETING

Memoriam to the Late Professor Despradelle—Resolutions Honor Him.

At 2.30 o'clock, yesterday afternoon, the Architectural and Architectural Engineering Societies held a joint meeting in the lecture hall on the fourth floor of Pierce Building. The meeting was in commemoration of the late Professor Desire Despradelle.

Professor Despradelle, Rotch Professor of Design, was a man of unusual talent, and it was largely through his untiring efforts that the architectural department attained its high degree of efficiency. His loss has been keenly felt this year at the Institute by the department and the students. Professor Despradelle has for years stood among the foremost of the world's greatest architects. He was vice-president of the Society of Beaux-Arts, Architects of America. He received first promotion at the Ecole des Beaux-Arts, 1882; many of the prizes at the Ecole des Beaux-Arts and Societe Centrale des Architectes Francais; he was awarded the Grand Prix de Rome, 1889; Laureat of the Institute de France; Officier d'Academie; Officier de l'Instruction Publique; awarded first gold medal of the Salon, Paris, in the department of Architecture, 1900; Membre Correspondent de l'Institute de France.

P. Horgan, president of the Architectural Society, presided at the meeting and introduced the speakers. The president, after giving a brief opening address introduced the first speaker, Mr. Codman, who was the business partner of Professor Despradelle.

Mr. Codman spoke mostly of the high ideals that Professor Despradelle held. He told of his many successes in France and his coming to this country, leaving behind him unlimited prospects. Mr. Codman believes that he left France for the betterment of this comparatively new country, that he could introduce his ideals to better advantage here, and that he could inspire in his scholars the ideas that he so preciously held. Mr. Codman said that Professor Despradelle intentionally remained a Frenchman, never trying to learn the English language and keeping his eccentric French dress. He also recalled his tireless energy, his vivid imagination, and the great pleasure that he took in his work. Being connected with him as a business partner, he said that he found him very practical.

Professor Sumner spoke next and gave an entirely different side of the late professor. He gave many personal reminiscences both here and abroad. E. I. Williams, who was a student under him, then spoke and told how the professor had tried to bring out the best in the students.

After the speeches the societies voted unanimously the following resolutions:

"Genius is a rare thing, but when a man possesses genius, and with it a well balanced man, he is indeed to be admired. Such a man was Desire Despradelle; a genius, an indefatigable worker toward high ideals in architecture, an inspiration to his pupils, and a man honored and respected by all with whom he came in contact.

"He is no longer with us; therefore, as a final mark of appreciation, be it

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RIFLE CLUB HOLDS MANY COLLEGE MEETS

Harvard, Princeton and Dartmouth Are Among Those Clubs Scheduled.

After several weeks of informal practice the Rifle Club has entered upon its course of formal meets. The first of these was that with Vermont last Wednesday, and the second of the series, that with Norwich College, came off yesterday afternoon.

The Technology Rifle Club is one of the fourteen members of the Eastern League of the National Rifle Association of America. The different members of this association are matched with each other, each club playing one match a week. On the appointed day each club chooses ten of its members as representatives. Their scores are sent on to Washington to the headquarters of the Association, where the results of the contending teams are compared, and the winner of the meet decided.

Our club is matched for about four meet with some of the most prominent colleges of the country among them: Harvard, Princeton, Dartmouth, Cornell, Columbia, North Georgia, Mass. Agricultural, Maine and New Hampshire State. The shoots are for the present being held at the First Corps Cadets' Armory, but beginning with the Spring, they will be shot out of doors. The club is composed of about forty-two members, but there is plenty of opportunity for more men. Any men desiring this kind of sport had better join immediately if they wish to participate in any of the outside work.

The men who shot against Norwich yesterday are: Haslam, Casselman, Rudolf, Fessenden, Porter, Dunn, Gere, Stewart (captain), Mitchell, Chandler. Neither the results of this nor of Wednesday's meet have been received, but will be announced as soon as they come.

FINAL RELAY TRIALS.

Last Tryout at the Gymnasium Saturday Afternoon.

The final trials for the 390-yard relay team will take place next Saturday afternoon at the Gym. This year is a record year as regards competition for this varsity team, there being about twenty men out. About ten or more of these men are within two or three seconds of each other. Because of the fact that a man did not make very good time on his last trial, he has no reason for staying away Saturday, for his time will not count against him, but to the contrary, he has a much better chance of making the team if he shows marked improvement and top-notch form.

EXAMINATIONS OMITTED.

On account of the serious illness with which he has been confined for over a month, Professor Currier has been unable to meet his classes in European History and Political Economy since Dec. 13, 1912. Because of this fact the final hour examinations in both subjects are to be omitted. It is hoped that he will have a speedy recovery in order that he may be able to meet his classes next term.

THE LENTZ ENGINE FULLY EXPLAINED

Very Interesting Address Given Before Mechanicals Yesterday.

Increased efficiency and simplicity of construction and operation of reciprocating engines of the Lentz type were the points emphasized by Mr. Rosenzweig in his lecture before the M. E. Society yesterday afternoon. At present Mr. Rosenzweig is with the Erie City Iron Works, and has had wide experience with the Lentz engine. He has delivered this same lecture recently at a great number of large colleges.

Mr. Rosenzweig began his talk by saying that almost every engineer of today was trying to make one pound of coal do the work that two pounds have done in the past. Increasing the efficiency of reciprocating engines is especially important because they are used more extensively than any other type of engine. One method of doing this is by extending the limits of temperature within which the engine can work. As an illustration of how this result may be obtained by the use of superheated steam without proportionately increasing the coal consumption, he said that increasing the steam pressure from one hundred to two hundred pounds required only fourteen more B. T. U.'s, while twice the work could be done. Several cases were cited showing that the loss by initial condensation was also greatly reduced on account of the fact that superheated steam tended to lose its heat very slowly. Smaller pipes could also be used to advantage. At one of the power stations in Rome compound engines, operated with superheated steam, successfully replaced those of the triple and quadruple expansion types.

Mr. Rosenzweig then discussed the advantages of the balanced, multi seated poppet valves over either the Corliss or piston valves when used with a high superheat. At such high temperatures the various parts expand and render the ordinary valves useless, while the pop valves remain tight under all conditions. The Lentz engine was the first to successfully apply them to stationary and marine service. These engines have been on the market for about fifteen years.

With numerous slides, the construction and operation of various types of the Lentz engine were next explained. The four pop valves in the horizontal engines are actuated by separate eccentrics and cams on a side shaft driven through bevel gears from the main shaft, thus making it possible to adjust any valve exactly without interfering with the others. In the vertical

(Continued to Page 3, Col. 2.)

WIRELESS SOCIETY.

Meeting to Be Held Friday—A Full Attendance Desired.

A regular meeting of the Wireless Society will be held Friday, January 17, in Room 11, Eng. B, at 4.15. A business matter of especial importance is to be brought up and a full attendance of the members is desired. All other students at the Institute who are interested in the subject of radio-telegraphy are eligible for membership in the society, and they are cordially invited to attend the meeting. Further particulars will appear in the columns of THE TECH.

ENGINEERING SOCIETY.

"The Engineer in the Community" Is Subject of Talk.

Thursday night the Chemical Society will hold its last meeting of the term in the Union at 7.30. Professor Warren K. Lewis has consented to speak to the men on "The Engineer in the Community." Prof. Lewis' talk will illustrate in particular the relation of the chemical engineer to the problems which confront him in municipal life.

Preceding his talk there will be an important business meeting of the society, at which the question of the revision of the constitution will probably be taken up.

Professor Lewis is Associate Professor of Chemical Engineering here, and is by far the youngest professor of his grade at the Institute. While a student at the Institute he took both Courses II and V, graduating in 1905. He then spent two years in advanced study at Breslau, in Germany, and upon his return he was made head of the department of leather and fibre-board manufacture of the McElwany Shoe Co. He is but thirty years old, and has already charge of the Industrial Chemical Laboratory. He is also secretary of the American Chemical Society.

JUNIOR CLASS PICTURES.

Numerals Have Been Added and Pictures Are Now at Cage.

The lot of Junior Class pictures which were returned to the photographer for the purpose of having the numerals placed on them have been received. Quite a number of men who have ordered the 1914 Class pictures have not called for them after placing their original order. For the benefit of these men, and also for those who are waiting to have numerals placed on their pictures, photographs have been left at the Cage with the owner's name on the back, together with the amount due. The pictures may be obtained there by payment of the necessary balance.

Pictures have been left for the following men: Affel, Bowler, Bloomquist, Beidelmann, P. M. Boyd, C. W. Brown, Covitz, C. J. Callahan, Giffels, Gardiner, Gallene, Horton, Hardy, L. S. Hall, H. H. Hall, D. H. Mayo, Masferrer, Morrison, Newbury, Navison, Omansky, Patten, M. Paris, Russell, C. P. Ross, Ralton, R. A. Randall, Snyder, S. J. Spitz, Salomon, A. S. True, L. F. Walsh, Wyde, Waitt.

WEATHER.

Forecast for Boston and vicinity: Cloudy, generally fair, moderate easterly winds.

CALENDAR.

Tuesday, January 14, 1913.

1.15—Institute Committee's Picture—Notman's Studio.

Wednesday, January 15, 1913.

8.00—1914 Basketball vs. Cushing Academy—Latter's Floor.

Thursday, January 16, 1913.

7.30—Wrestling at Salem Y. M. C. A.

7.30—Civil Engineering Society Meeting—Union.

THE TECH

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TUESDAY, JANUARY 14, 1913

The communication which appeared in yesterday's issue regarding the Fatima cigarette advertisement which has been placed on the top of the Union candy store sets forth a point which is very well taken, and one which deserves the immediate consideration of the Union Committee. There is certainly no need of disturbing further the homelike appearance of the Union living room than has been done already by the candy store itself, which is a necessary evil to help increase the Union sales. We sincerely hope that the offensive sign in question will be speedily removed.

A SUBWAY RELIC.

Cornell University is to have an interesting relic of the first subway built in New York City more than forty years ago. It is a circular shield used for boring the tunnel, and is additionally interesting because it is the first specimen of this type of boring device ever used in this country. The old shield was recently dug up by contractors working on the new Broadway Subway, and the Public Service Commission authorized the contractor to turn it over to F. C. Beach, one of the editors of the Scientific American, and son of the man who invented it and used it long ago. Mr. Beach in turn presented it to the trustees of Cornell University for preservation in the engineering museum. Alfred Ely Beach, father of F. C. Beach, was the engineer and promoter of the Beach Pneumatic Railway which, in the early seventies started to build an underground railroad in Broadway, intending to extend it to Harlem. A short stretch of this subway was built under Broadway just north of the postoffice. It was bored by means of the shield, and the work was done so quietly that the surface of the street was not disturbed. This section was completed and put in experimental operation. The tube was circular and a circular car was propelled back and forth through it by means of huge blowers placed at each end of the tube. There are still living in New York City many men who rode in this car during the time the tunnel was in operation. The promoters found it impossible to continue the work, however, and abandoned it after spending several hundred thousand dollars.

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MEETING OF MASONS IN UNION TONIGHT

Important Business to Come Before Meeting—Dinner to Be Served.

This evening, at 6 o'clock, there will be a meeting of the Masons in the Union. A regular dinner will be served. All the men who intend to be present are requested to hand in their names to T. H. Haines, Room 10, Eng. A.

It is very desirous that all Masons attend this meeting and dinner as some very important business will be transacted. The committee which was appointed to draw up a constitution and by-laws will give its report, and this will undoubtedly interest all Masons. Every man who is connected with the Institute in any way and who is a Mason is urged to come.

COMMUNICATION.

To the Editors of THE TECH:

Dear Sirs:—This week there will be given an excellent opportunity for the universal establishment of the Technology button, suggested by Major Cole, and now worn by many undergraduates and a few Alumni, as the mark of Tech graduates. Perhaps the largest gathering of Tech Alumni that has ever taken place and ever will, is to take place this week in New York. There will be many men present at this gathering who are justly proud of the fact that they are Tech graduates, and probably will be only too glad to have this opportunity to obtain something which will forever silently declare for them their Alma Mater. There will also be men there who are a credit to Technology's reputation and who are a part of it in fact. If these men wear the button they not only have a feeling of pride, but they also reflect credit upon the Institute.

At the same time an opportunity will be given for the rejection of the button by the older members of the Alumni. The men at this meeting will be representative of the whole Alumni, and there can be no doubt but what they will accept what the Institute Committee has recommended and the whole student body has accepted as the official Technology insignia. Why not put it to a vote upon this occasion?

In view of what I have just said I think that some member of the Alumni now connected with the Institute should bring this up at the meeting, and I would also suggest that Bursar Rand authorize this same person, or another to have charge of the sale of these and the taking of orders for them. Now is the chance for the various Alumni Associations to provide themselves with a supply of these buttons, as the Technology Club of New Hampshire did last year.

Hoping that the Bursar, Walter Humphreys, '97, and Isaac W. Litchfield, '85, will observe this and take action accordingly, I remain,
Sincerely yours,
"Faceot."

ARCHITECTURAL MEETING (Continued from Page 1, Col. 1.)

"Resolved, That these societies, themselves sharing in her loss, extend their sincerest sympathy to Madame Despradelle in this time of sorrow; and be it

"Resolved, That a copy of these resolutions be sent to her, be incorporated in the minutes of these societies, and be printed in the Technology Architectural Record."

After a silent standing vote in appreciation of Professor Despradelle the societies adjourned.

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INST. COMM. PICTURE.

The members of the Institute Committee will have photographs taken at Notman's Studio, 3 Park street, this afternoon, at 1.15 o'clock sharp.

After the picture there will be a special meeting to consider the ratification of appointments to the Union Committee. It is important that the picture shall include all the members of the committee, and each one is requested to be present on account of the business meeting which will follow.

LARGE COAL MINES.

There are 735 coal mines in the United States which are producing more than 200,000 short tons of coal each annually. In 1911, according to a statement by Edward W. Parker, the coal statistician of the United States Geological Survey, 269 bituminous mines and 168 anthracite mines in Pennsylvania produced in excess of this amount. The average production of these Pennsylvania bituminous mines was 321,773 tons, and of the anthracite mines 444,697 tons. The largest anthracite mine had a production of 1,020,420 long tons (1,142,870 short tons). The largest bituminous production from one mine (a Pennsylvania operation) was 1,285,483 short tons. Thirty anthracite mines produced over half a million tons each. Illinois was second to Pennsylvania in large mines, having 93 mines which produced more than 200,000 tons; West Virginia was third, with 59; and Ohio fourth, with 38. The total production of these 735 first-class mines was 253,459,639 tons, or 51.7 per cent. of the total production of the country.

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M. E. SOCIETY.

(Continued from Page 1, Col. 3.)

tical and marine types the valves are operated by two cams and one cam, respectively, for the sake of securing compactness. The construction of the valves themselves is very simple, and they can be used on engines running at speeds as high as 350 R. P. M. They can also be easily removed from their casing.

The governor is of such a design that the energy stored up in its moving parts causes an unusually quick and positive action. On the high pressure cylinders of high compound engines, instead of the customary single steam chest, there are two—one at each end of the cylinder and really forming part of the cylinder heads. The construction of the tandem compound engines is such that the minimum amount of heat is lost by conduction to the main frame, and the distance piece separating the two cylinders is large enough to admit of the removal of the cylinder heads without disturbing the alignment of the working parts. Many other novel features of construction were also mentioned or explained.

The remainder of Mr. Rosenzweig's lecture was taken up with typical installations of the Lentz engine, which is built in units, developing as much as 10,000 horse-power. That of the People's Gas and Coke Company of Chicago is especially noteworthy because of a special cut-off device used on account of the wide variations in load. In some installations, where the engine is directly connected to a generator, a motor is used in place of the usual hand speed controller, so that the various engines in the station may be synchronized from the switchboard. In a few cases a hand reversal has been substituted for the regular governor.

Mr. Rosenzweig read an extract from "Power" defending the action of the United States government in changing from turbine to reciprocating engine drive on its latest battleships as one illustration of the superiority of the later type for marine service. The German government, as well as numerous private European interests, have adopted the Lentz marine engine after extensive tests, and at the Brussels Exposition, in 1910, several such engines were shown. One was quite remarkable in that it had three low and one high pressure cylinder all of the same dimensions.

In Europe locomotives have been operated with the Lentz valve gear, and one has run over two hundred thousand miles without any part having to be replaced. A coal saving of 19.5 per cent. and a water saving of 30.5 per cent. was effected on another locomotive used for industrial work.

The lecture was well attended and Mr. Rosenzweig was sincerely thanked by the president of the Mechanical Engineering Society in behalf of all present for the very enjoyable hour that it afforded them.

JONES CARRIES BEANS.

Harry M. Jones, the Saugus-Providence aviator, started on his first aeroplane parcel post trip from Franklin Park to New York city shortly after 2 o'clock yesterday afternoon.

After tuning up his machine and circling the field a few times, he started off in the direction of Providence with his cargo, which consisted of several pots of beans, which were delivered at Providence and other cities along the route.

BASKETBALL POSTPONED.

The basketball game between the 1914 Class team and the Cushing Academy team, which was scheduled for last night, has been postponed until Wednesday night.

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Boston, Mass.,
 January 3, 1913.

The class in Knots and Splicing meets on Tuesday, from 10 to 11, and on Wednesday, from 4.15 to 5, in Huntington Hall, and on Friday, from 10 to 11, in Room 44 Rogers.
WALTER HUMPHREYS,
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1915 FOOTBALL Team Picture at Notman's on Wednesday, January 15, at 1.30.

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