That President MacLaurin is the head of a non-technical school has been brought into prominence by the visit of Dr. Montessori to Boston. One of the events in the stay here of the Italian educator in this country will be his visit to the Boston school. The meeting of the group which has been already mentioned here as the Italian children will be there at 1.10 sharp.

There was a meeting of the Engineering Society on Thursday afternoon at 4 o'clock. Mr. Edwin Mulready, Depuy Pro- vost Commissioner for the State of Massachusetts, who is widely known as a temperance worker, has recently accepted the position of head of the Brockton Union Temperance Society. At present he is secretary of the National Temperance Union of America.

Mr. Edwin Mulready, Depuy Provost Commissioners for the State of Massachusetts, will speak next Thursday noon at the T. C. A. meeting in the Union. Mr. Mulready, who has been in California as a temperance worker, will speak on the subject of "Social Activities In This New Man's Life.

Mr. Mulready recently was the only New England representative at the International Congress on Alcoholism held at Milan, Italy. He will be present at the meeting of the Engineering Society on Thursday afternoon at 4 o'clock. Mr. Mulready has had a very large experience. He was for twelve years president and for three years president of the Catholic Total Abstinence Union of the Diocese of Boston. He was also president of the Brockton Union Temperance Society. At present he is secretary of the National Temperance Union of America.

The programs for the Winter Concert and the Senior Portfolio will be announced later.

The Technic, a monthly magazine published by the students of the Massachusetts Institute of Technology, is one of the most interesting and important student publications in the country. It is published every month during the academic year, and contains articles on a wide variety of subjects, including science, technology, art, and literature. The Technic is known for its high-quality content and its commitment to excellence. It is a great resource for anyone interested in these fields, and is a must-read for students and professionals alike.
THE TECH

TUESDAY, DECEMBER 16, 1913.

ENGINEERING AND SCIENTIFIC NOTES

Our readers will doubtless recall the catastrophe which occurred in 1907 when the partially completed bridge across the St. Lawrence River near Quebec fell, carrying with it some eighty men to their deaths, wrecking four millions of property, and dampening the ardor of the engineers. But engineers are not the men to remain baffled, and now a second attempt to accomplish this difficult feat is being made. The new bridge, including its approaches, is to be over 3200 feet in length; and some idea of its enormous size can be gained from the fact that it will require 3000 tons of lead to paint the superstructure. It is to be of the cantilever super long span type. The central span, 600 feet long and weighing 6600 tons, is to be entirely assembled on floats along the shore, towed to its proper position, and then raised by hydraulic means to a sufficient height to give a clearance of 150 feet above the water. The control of such ponderous weights with exact precision will require many special contrivances and no little ingenuity. Some of the plans are given in an interesting article appearing in this month's issue of The Engineering Magazine. Owing to the severe winter conditions along the river it will be possible to work only eight months in the year, so that the bridge will not be completed before 1917 or 1918.

The same issue contains an article on the adaptability of auto trucks to the metal mining industries. The author cites facts which show that, even in the most adverse circumstances, the truck is superior to male haulage. He concludes with the statement: "The motor truck offers itself as the only practicable solution of the problem for many years to come—and it is coming strong."

Some experiments of a recent date on telegraphing by wireless from trains running as fast as fifty miles an hour between two stations on the Lackawanna Railroad have proven the utility of such a medium of communication, not only in regard to emergencies and for the convenience of passengers, but also concerning train schedules and the ordering in advance of special cars, equipment, or force, thus saving valuable time at stops. At two stations, 65 miles apart, an ordinary Marconi outfit having a range of 200 miles is installed. The train outfit consists of small Marconi sets, the motor generator being driven by the train's dynamo. On each of four consecutive cars a quadrangular aerial is suspended on insulators only eighteen inches above the car roof. These aerials are connected in series and the lead taken from the middle point runs into the station located in the third car. The ground connection is made directly to the wheels of the car. Throughout the run between stations the trains are in constant communication with one of the terminals—a remarkable feat considering the restrictions placed upon the outfit by the nature of aerial.

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Mr. D. S. Gates gives

INTERESTING TALK

Secretary Of Boys' Work At Y. M. C. A. Speaks In Place Of

Mr. D. M. Claghorn.

Mr. Don S. Gates, Secretary of the Boys' Work at the Boston Y. M. C. A., gave the T. C. A. talk Thursday instead of Mr. D. M. Claghorn, who had been expected. Mr. Gates is on the Advisory Board of the T. C. A. and was formerly General Secretary at the Institute. He explained that Mr. Claghorn had been prevented from coming by a bad cold, and said that he himself was only as an echo, when compared with Mr. Claghorn.

Mr. Gates told of the need of character as well as technical training in modern life. To illustrate the kind of men that are most successful, he told of a Dartmouth student who tried for four years to get on the varsity football team. The man was a good player, but each year some accident prevented him from getting into the big games. He did not give up, however, but kept on trying. He was pursed by bad luck, and never succeeded in making the team. In his last year he was awarded the "D," though he had not earned it by playing, as a reward for persistent effort, and the undergraduates approved the award by acclamation. As another example a Tech man was spoken of, who worked on the track during his four years without any success, and finally, during his fifth year, won a big race and received his recompense for faithful service. Mr. Gates said that these examples illustrated the qualities of pluck and endurance that make for success in life.

The large industrial firms which formerly desired their engineers to have technical training and experience, now lay stress on the firmness of character of a man they employ. Formerly the blanks which applicants for positions were required to fill out contained mostly questions calculated to bring out the experience and training of the candidates. Now many of these questions have been replaced by others which are designed to give an index of the man’s character. Mr. Gates said he asked the head of the firm for the reason for the change, and the reply was that on one occasion an engineer in charge of some work for the company was watching his comrade who had caused entire suspension of operations for several days because he went on a spree. After that the firm required men of good character.

The speaker said that he liked his work among the boys because it gave him a chance to help them develop into men of strong character. He said that there was room for Tech men to help the Y. M. C. A. in its work among the boys, and explained that this work would help the man who undertakes it as well as the fellows that he teaches. Such work will tend to broaden the man who does it, and will strengthen his character. A part of the good that may be derived comes from the service involved. People who work only for themselves become very narrow and self-centered, and the work of unselfish service for others has its good effect on the doer. In conclusion, he said that the men we need are those who have strong character and who are willing to help in the advancement of humanity. Such men may be compared to the mountains and plains which form prominent features of scenery, or, as the poet says—

"Give me men to match my mountains,

Give me men to match my plains,

Men with ambitions in their visions,

Men with ets in their brains."

The Secret of Good Batting

is similar to the secret of good business—it happens to some and just misses the others.

If there ever was a commercial home run it's Fatima, the Turkish-blend cigarette. The expert who conceived this blend was none other than Mr. D. M. Claghorn, who was first lined out in the college town—the student body quickly proclaimed him winners. Today Fatima is the biggest selling cigarette in the country.

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OUTDOOR TRACK PRACTICE

Coach Kanaly's Men Started Work
On B. A. A. Tack Yesterday

Coach Frank Kanaly started the track squad running out doors yester-
day. The board track set up by
the Boston A. A. at the Oval on
Ivy Street has been placed at
their disposal and Frank Kanaly will
keep his men on this track on
clear days all through the winter.
Tech was afraid that the privilege of
using this track would be taken away
this winter, owing to the fact that
the property has changed hands. But
the new holder has been kind enough
to follow the custom of former
years, and will permit the Tech run-
ners to use it during the present sea-
son.

MR. LARSEN EXHIBITS

Rotch Traveling Scholarship Work
Shown In 40 Pierce.

The Architecture Department an-
nounces an exhibition of the Envois
of Mr. Larsen, to be open all week in
Room 40 Pierce. Mr. Larsen is the
recent holder of the Rotch Traveling
Scholarship, having been one of the
winners of a competition open to all
American citizens under the age of
twenty-seven. The work consists of
measured drawings, details, recon-
structions, water-colors, and freec-2
sketches, and includes some beautiful
copies of mosaics from the Cathedral
of Santa Maria della Pace.

SHOW BUSINESS MANAGER

All Sophomore candidates for the
position of Assistant Business Man-
ger of the Tech Show are requested
to meet Business Manager C. R. Lord
today at 5 P. M. in the Show Office.
It is important that every candidate
be present as this is the last meet-

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