

THE TECH

VOL. XXXIV. NO. 27.

BOSTON, MASS., TUESDAY, MAY 5, 1914.

PRICE TWO CENTS

CIVIL ENGINEERING SOCIETY BANQUET

Dinner at Copley Square Hotel Thursday—Prominent Speakers.

The annual banquet of the Civil Engineering Society will be held at the Copley Square Hotel on Thursday evening at 6.30, and since this is the final meeting of the year, it is desired that all members make it a point to attend.

Mr. Desmond Fitzgerald, ex-president of the American Society of Civil Engineers will speak. Prof. C. M. Spofford will talk of future plans for the C. E. department and Mr. George W. Anderson of the Mass. Public Service Commission will discuss "The Railroad Situation." Mr. H. P. Eddy, of Metcalf and Eddy, is also to speak. Mr. Eddy has recently been elected President of the Boston Society of Civil Engineers, and will discuss "The Problems of a Consulting Engineer."

The committee in charge desires that all members secure tickets by Wednesday, as the hotel management must know the exact number coming. Tickets may be obtained from the following men for \$1.00: Peasley, Hall, Thomas, Foote, Stone, Miller, Lucas, and Hastie.

AUTO MANUFACTURE

Talk Illustrated With Movies And Stereopticon.

Today at 4.00, under the auspices of the M. E. Society, there will be a lecture upon automobile manufacture by Mr. R. F. Coburn, in Huntington Hall, illustrated by moving pictures and stereopticon slides. The particular car to be described is the Maxwell.

Mr. Colburn will follow the manufacture from start to finish, showing in detail some of the testing processes for machine parts and quality of material.

The talk will last about one hour and a half. All who are interested are invited to attend.

MUSICAL CLUBS DINNER

Annual Banquet At Copley Sq. Hotel Tomorrow Evening.

The Annual Banquet of the Musical Clubs will be held at the Copley Square Hotel, tomorrow evening, May 6. There will be a short business meeting before the banquet, this meeting starting at 5.45 p. m. This will be an important one as the new Constitution will be voted upon.

The banquet will be strictly informal. There are still several pictures which are uncalled for, and may be obtained tomorrow night.

CREWS READY FOR RACES SATURDAY

Course To Be One Mile Ending at Harvard Bridge—Boats Evenly Matched.

The Tech crews start today on the last lap of their training for the first of the class races which comes on Saturday. There will be three races on that day with a possibility of a fourth. The first, which will start at 4 o'clock, will be between the Freshmen and the Sophomores; the second between the Juniors and the Seniors, and the third between the second Sophomore and second Freshmen crews. The course will be the regular one-mile intercollegiate from Cottage Farm Bridge to the Harvard Bridge, finishing on the easterly side of the bridge near the Boston side.

From the form displayed by the crews of late the winners in the different races are a toss up. In the time trials the crews have been making the pull over the course within two or three seconds of each other.

In the first race the Sophs ought to lead the Freshmen to the finish on account of their previous experience. The Freshmen, however, row together a trifle better, having had their crew made up earlier than the upper classmen, and they are possibly in a little better condition. The Sophs have the confidence of being last year's champs and also have a slight advantage in weight and strength. In the Freshman boat McDonald, captain and stroke of last year's Rindge Technical crew, will stroke; Brooks, formerly of Roxbury Latin, will row three; Captain Dunning, also of last year's Rindge crew, will be at two; Toye, another Rindge man, will be bow; and Canby will handle the lines.

(Continued on Page Four)

CATHOLIC CLUB

The Catholic Club will hold their annual banquet at the Hotel Thorndike tomorrow at 6.30. Mr. Jeremiah O'Neil of the Mechanical Engineering Department will be one of the speakers while the other is to be State Treasurer Frederick W. Mansfield. This will be the last meeting of the year and hence the result of the election of officers is to be announced. The cost of the banquet is \$1.50 per plate and tickets may be obtained from the officers of the club or from J. J. Hickey, J. F. Phelan, and J. A. Gargan.

PROM COMMITTEE MEETING

There will be a meeting of the Junior Prom Committee in the Union at 5.00 p. m. today. A full attendance is desired.

INSPECTION OF CADET REGIMENT TOMORROW

Efficiency of Cadet Regiment To Be Judged by Army Officer.

The Cadet regiment will be inspected tomorrow by Capt. S. J. B. Schindel of the General Staff of the United States army. As it is absolutely essential that all the men be present, no one will be excused. Men who are physically unable to drill must be present in full uniform although they need not remain with their companies after the roll is called. As the general appearance will count greatly, Major Cole requests that every man have his uniform and equipment in the best possible condition. The report of Captain Schindel will determine the standing of the Institute in military training.

On Friday evening, May 15th, the annual prize drill of the Regiment will be held in the Armory. Tickets may be obtained from the first sergeants at twenty-five cents each.

SECOND BASEBALL GAME OF INTERCLASS SERIES

Freshmen and Sophomores Will Play Thursday Afternoon at Tech Field.

The second game of the series between the Sophomores and the Freshmen will be played this Thursday afternoon at four o'clock at the Tech Field. The 1916 team won the first game eight to six but this by no means indicates that the second game will be a walkaway. Both teams can boast of good material, but lack of practice has hindered them from making the material into finished teams. As the situation stands now the two nines are about on a par with each other. Both teams are trying out combinations to strengthen their weak points. So it would be hard to say how the game will come out. It is likely that the Sophomores will try out the lineup fixed up for the English High game. They will have a new man, Guething, in the catcher's position and Taple, will cover short while Merritt will be shifted to third.

From appearances the Freshmen will start the game with practically the same as in the first game lineup providing Gardner's hand is in shape.

Tickets can be had for this game from members of both teams for twenty-five cents.

WATERTOWN TRIP

Men in this afternoon's section in Foundry Work will visit the plant of the Walker Pratt Mfg. Co. in place of the regular class. The plant is in Watertown, and is reached by taking the Cambridge subway to Harvard Square, and there transferring to a Newton-Watertown car.

TICKETS FOR LECTURE TO BE OUT THIS NOON

Illustrated Lecture on Canal To Follow Cosmopolitan Club Meeting.

This noon the tickets for the illustrated lecture on the Panama Pacific International Exposition will be placed at The Cage and at the office of The Monthly. The tickets are free and for today and tomorrow may be secured at the places named. After tomorrow, outsiders may secure tickets free of charge.

A great deal of interest is manifested in the lecture by outsiders, and for this reason the Monthly has decided to reserve the tickets for these two days until all the undergraduates are supplied.

Mr. Byron L. Lick, the lecturer is from San Francisco. He will bring with him his own stereopticon lantern and an experienced operator.

The lecture will start at eight o'clock, thus giving time for the Cosmopolitan Club Meeting and elections which will take place at six o'clock.

Students who wish to bring their friends may secure tickets for them at the same time they obtain their own.

REV. TREXLER HERE

Rev. Samuel G. Trexler, who is the student pastor of the Lutheran church, will be at the T. C. A. office from 12 to 1 today to talk with any men who desire to meet him. Mr. Trexler has visited the Institute before, as some of the students may remember.

WEATHER

For Boston and Vicinity: Probable showers today; fresh southerly winds.

CALENDAR

Tuesday, May 6, 1914.

12.00—Tickets for Saturday's Lecture. Cage.

12.00-1.00—T. C. A. Rev. S. G. Trexler. T. C. A. Office.

1.25—Meeting TECH Staff. Office.
4.00—Freshman Baseball Practice. Tech Field.

4.00—M. E. Movies. Huntington Hall.

5.00—Junior Prom Committee. Union.

6.30—Boston Society Architects Meeting. Copley Plaza.

Wednesday, May 6, 1914.

3.00—Cadet Corps Inspection. Armory.

4.00—C. E. Society Ballots Due. Cage.

4.00—Catholic Club Ballots Due. Cage.

5.45—Musical Clubs Banquet. Copley Sq. Hotel.

6.30—Catholic Club Banquet. Hotel Thorndike.

THE TECH

Entered as second-class matter, Sept. 16, 1911, at the postoffice at Boston, Mass., under the act of Congress of March 3, 1879.

Published daily, except Sunday, during the college year by students of the Massachusetts Institute of Technology.

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Subscriptions, \$2.00 per year, in advance. Single copies, 2 cents.
Subscriptions within the Boston Postal District, and outside of the United States, must be accompanied by postage at the rate of one cent a copy.

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TUESDAY, MAY 5, 1914.

IN CHARGE OF THIS ISSUE.

Editors: A. E. Keating, '17; F. A. Stearns, '17.

Associates: H. N. Keene, '17; A. W. Joslin, '17; F. N. Crane, '17.

The interest shown in the Holy Cross meet on Saturday must have gratified the hearts of all track managers, even if it fell short of the millennium for which they wish. While there were few bursts of hilarious enthusiasm, the mere fact of attendance is to be taken as a response to a demand for warmer support of Tech's athletics. To the spectator whose interest is merely passive, the track meet is not as exciting an exhibition to view as are some of the games. When to this cause for the lack of more general attendance we add the limitations placed upon the solidity of student interest by the size of the school, the lack of a unified campus life and the demands of the curriculum, we must admit that such a showing as Saturday's is a comparative accomplishment. When the 'Stute "sets up housekeeping" across the river at least one of these limitations will be removed by the provisions for student life, affording considerable relief from the difficulties under which Tech athletics have heretofore labored.

ENGINEERING AND SCIENTIFIC NOTES

To Prevent Dust Explosions.

The growing use of electricity in mines, not only for traction, but also for working coal-cutting machinery, signalling, pumping, etc., means that sparking will be more frequent than in the past, especially as, under the three-shift system, with the consequently ever-increasing output of coal, every piece of machinery has to work continuously and at higher speeds. It, therefore, becomes more than ever necessary for coal dust to be kept down in mines if disastrous explosions are to be avoided. The second series of tests was made at Washington Colliery, County Durham, a few days ago, of a new treatment of coal dust designed to minimize colliery explosions from the known effects of atmospheric pressure and coal dust particles. The treatment, which was subjected to demonstrative tests in the presence of a number of experienced colliery managers, and was pronounced successful, consisted in spraying the roof, sides and floor of the mine with a viscous liquid, into which the dust particles will sink. It must be converted into a pasty mass from which it cannot be separated, and must not dry at ordinary temperature, and if exposed to high temperatures ought to cake and not fall to powder. In short, a particle of coal dust once seized must never be able to float away again. This substance, in reality two substances that will dissolve in each other in so remarkable a way as to supplement each other's qualities, forms a colloid which is viscous and does not dry or alter at 113 degrees F. in an atmosphere dried by a bath of concentrated sulphuric acid; and at red heat it cakes. To give the substance more body and to show at a glance that no dust has been omitted and how much fresh dust has fallen and sunk into the liquid, some chalk is added. A mining and mechanical engineer has developed a sprayer which is simply fixed to the vessel containing the material, and with the powerful rush that comes from the nozzle the dust can be rapidly and easily dislodged and at the same time seized by the liquid. The method suggested is claimed as one that will afford absolute safety from coal-dust explosions. Even the consequences of short-circuiting would, it is suggested, be considerably diminished, and fires would be localized.

Electric Traction in Mines.

Electric traction in mines is making great headway in this country. A track gauge of eighteen inches or twenty inches is usual, the weight limit for locomotives varying from three to six tons, and their speed from four and one-half to six miles per hour. These locomotives, being made to run on very small radius curves, have a short wheel base and a long overhang from axle to coupling, which necessitates a coupling with a good deal of lateral motion (Continued on Page Three)



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**CHEM. SOCIETY TO HEAR
TALK BY PROF. TALBOT**

Meeting in Union on Thursday
—Subject Will Be On
Chemotherapy.

On Thursday night of this week in the Union Dr. Talbot, head of the Chemical Department at the Institute, will give a talk to the Chemical Society on Chemotherapy.

Therapeutics is a branch of medical science which deals with the composition and application of remedies for diseases and chemotherapy is the scientific, systematic research after remedies for specific diseases. If a remedy is sought after by scientists for a certain disease, under the new system, it can be found by elimination, sometimes a long process, but successful in the end. The tendency of certain drugs are often indicative of what may be expected of them in allied diseases.

Dr. Talbot will deal especially with the discovery and properties of the specific remedy "606" and will tell of the application of the principles of chemistry and science to its discovery.

The meeting will be at 8.30 and all members and others interested are urged to attend.

LOST

LOST: Holland self-filling fountain pen. Finder please leave note at Cage for Edgar W. Drach.

**ENGINEERING AND
SCIENTIFIC NOTES**

(Continued from Page Two)

to avoid derailing the cars on sharp curves, especially if couplings are of the automatic type. Although three-ton locomotives will run on twelve-pound or sixteen-pound rails, it has been found more satisfactory to use twenty-five pound rails, as the track keeps in much better shape, it is easier to maintain the bonding in good order, and fewer derailments from dirt on the track occur with the larger rails. The voltage is between 250 and 275 volts, and the trolley wire should be protected, to prevent accidental contacts, in front of chutes and at all points where it is low. With the air lacking somewhat in oxygen and the heat and high humidity prevalent in many mines, this voltage, which is considered perfectly safe, has proved fatal in several instances. The trolley wire should be protected from dripping water, especially if the water is acid, as instances have occurred where a very small drip has cut a trolley wire in less than three weeks.

ARCHITECTS MEETING

The Boston Society of Architects will hold its May meeting and dinner tonight at the Copley Plaza Hotel at 6.30 p. m. The result of the Rotch Travelling Scholarship will be announced and the prizes offered by the Society to the students of M. I. T., Harvard University and the Boston Architectural Club will be awarded.

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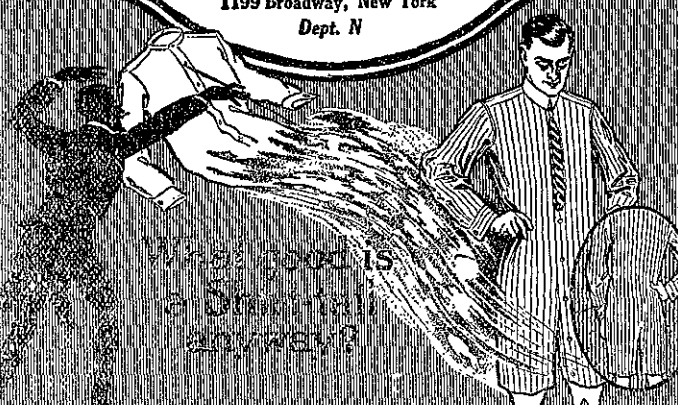
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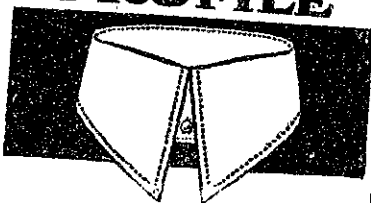
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COSMOPOLITAN CLUB NOMINATIONS CLOSED

Elections To Be Held at the Annual Supper on May Ninth.

Since the nominations closed yesterday afternoon the final list of men nominated for officers of the Cosmopolitan Club has been completed. The elections are to be held at the annual supper in the Union Saturday, May 9th. Every member of the Club who wishes to vote must be present at this supper, since it is impossible to vote by proxy. The final list of nominations is as follows:

- President:**
 Rafael Alfaro, '16.
 Francis E. Stern, '15.
- First Vice-President:**
 Te Chun Hsi, '15.
 Gustave A. Saladrigas, '16.
- Second Vice-President:**
 Rodolf Beaver, '17.
 Vicente F. Checa, '17.
- Secretary:**
 Eduardo E. Sarti, '16.
 Joaquin R. Masferrer, '15.
 Rodolf Beaver, '17.
- Treasurer:**
 Alfred E. B. Hall, '15.
- Councillors:**
 Mr. Blackstein.
 Dean Burton.
 Prof. Doten.
 Prof. Vogel.
 A. H. Waitt, '15.
- National Chairman:**
 American,
 Stewart Keith, '16.
 Francis C. Foote, '15.
 Latin American,
 Gustave A. Saladrigas, '16.
 China,
 Takang Kao, '15.

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CREWS READY
 (Continued from Page One)

The Sophomore boat will contain all of last year's Freshman crew and presents a strong combination with Duff at bow, Bousquet at two, MacRae at three and Berkowitz at stroke.

The biggest surprise of the rowing season at Tech has been the improvement of the Junior crew. Last year as Sophs they presented a sorry spectacle in the race, but this year, with practically the same aggregation, Coach Stevens has produced one of the strongest four-oared crews on the river. Captain Mumford at stroke, Sifton at three and Sabin at bow are all last year's veterans, while Hawkins at two has done wonders in making the crew the fast combination that it is. Sommers and Jasinowski are also two good men who may yet row bow.

The Seniors present an altogether different lineup than last year with the exception of Short at stroke. As a rule the Seniors at the Institute do not have much time for athletics, but the crew men have gotten in three to four days' practice each week and now present a well-balanced crew with Short at stroke, Af-fel at three, Freeman at two and Todt at bow.

The makeup of the second Freshman and second Sophomore crews will be as follows: Second Sophomores—Hill, stroke; Fuller, three; Stocking, two; and Wellington, bow. Second Freshmen—Beaver, stroke; Bertlesen, three; Althouse, two; and Tuttle, bow.

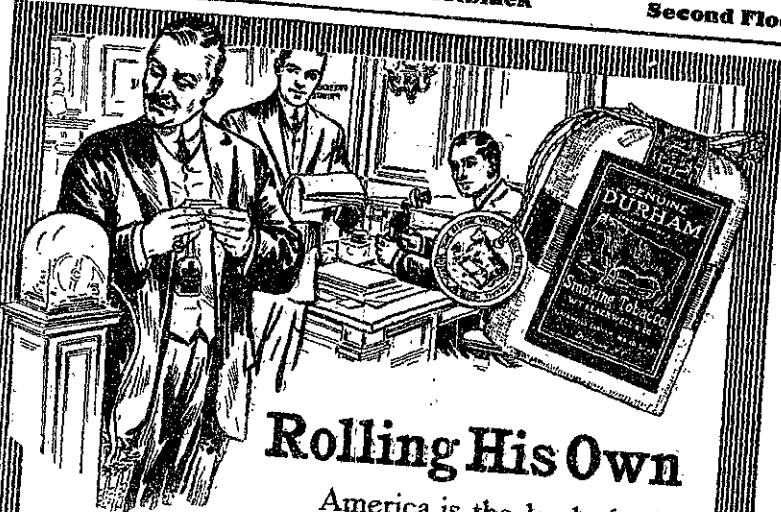
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