

# THE TECH

VOL. XXXIV. NO. 67.

BOSTON, MASS., WEDNESDAY, DECEMBER 2, 1914.

PRICE THREE CENTS

## M. I. T. A. A. MEETING HELD YESTERDAY

### Basket Ball A Varsity Sport Tourtellotte Asst. Mgr. Of Track Team.

At the meeting of the M. I. T. A. A. yesterday afternoon, basket ball, which hitherto has been only an interclass activity was made a varsity sport.

N. E. Tourtellotte, '17, was elected assistant manager of the Track team to succeed F. V. DuPont, '17, who has become ineligible.

The Boat Club presented a budget calling for eighty dollars for new oars. The Alumni contributed two new four oared shells and the club has only three oars, so that the amount called for is as low as possible. The budget was laid on the table until spring.

It was decided that swimming which was a varsity sport should continue as such. W. C. Foster, '18, was elected captain and W. L. Graves, '16, manager.

## GYM TEAM PROGRESS

### Squad Of Eight Men Picked For Exhibition.

The Gymnasium Team has been making excellent progress during the past two weeks. Several meets have been arranged and the exhibition Saturday night is expected to give the men confidence in performing before an audience. The team will probably consist of the following men: Captain Mendelsohn, White, Fletcher, Bliss, Rogers, Demond and Wood. Tickets may be purchased at the Cage, at the Gym, at Machlachlan's, or from any of the members of the Wrestling, Fencing or Gymnasium Teams.

## PROM BALLOTS

Ballots for the Junior Prom Committee Elections will be given out at the Political Economy lecture tomorrow or may be obtained at the Cage, and will be due by Saturday. Because of the objections of many voters to signing their ballots, a new device will be used. The names will be signed on a detachable stub so that the committee may be sure that the voter has paid his dues, but before the votes are counted these stubs will be torn off.

## JUNIOR BOARD

The picture of the Governing Board of the Class of 1916 will be taken at Notman's Studio, Friday, at ten minutes past one.

Hockey Practice. Gym today at quarter after four.

Catholic Club. Union. Six tonight.

## LUCIUS TUTTLE IS CLAIMED BY DEATH

### Former Head of Boston & Maine Succumbs To Fatal Illness At Home.

Lucius Tuttle, life member of the Corporation of Technology and former president of the Boston & Maine railroad from 1893 to 1910, during the period of its greatest prosperity, and one of the best known railroad men of the United States, died at his home in Brookline at 9.15 Monday evening from angina pectoris, with which he

## THE CAREER OF LUCIUS TUTTLE.

Was born sixty-eight years ago in Hartford, Conn.

Entered railroad service in 1865. Commissioner Trunk Line Association, 1889-90.

General Manager New York, New Haven & Hartford Railroad, 1890-92.

Vice-president New York, New Haven & Hartford Railroad, 1892-93.

President Boston & Maine Railroad, 1893 until 1912.

President Maine Central Railroad, 1896-1912.

Made Life Member of the Corporation of the Institute, May 31, 1901.

Died Monday Evening, November 30, 1914.

has suffered since last Wednesday.

He began climbing the ladder of success forty-seven years ago, when he commenced his railroad career as a ticket agent on the old Hartford, Providence and Fishkill railroad at Hartford.

The operation to which he was subjected nearly four years ago, resulting in the amputation of one leg, and borne with astonishing fortitude by him, somewhat impaired his general health.

He has of late found getting about (Continued on Page Four)

## SUPPOSED SPY TO SPEAK

### Albert R. Williams Will Tell War Experiences.

The Technology Christian Association announces as its speaker for this Thursday noon in the Union, Mr. Albert R. Williams, who was arrested as a spy by the French, Dutch and Belgians, and given a military trial by the Germans in Brussels. At the time of Mr. Williams' return from Europe accounts of his trip were given extensive publicity. His talk will be a description of his experiences and will present a graphic picture of conditions in the war zone as they were while he was there.

## TRACK TEAM

The locker house at the Field will be open Wednesday afternoon for those who wish to get track clothing.

## SPEAKERS FOR SENIOR BANQUET ANNOUNCED

### Varied Program Prepared For Event—Sale of Tickets Closes Today.

The annual dinner of the Senior Class will be held tomorrow evening at 7.15, p. m. at the Westminster Hotel. For this event, three speakers have been procured, whose subjects will cover a wide range. They are Dean Burton, who will speak on "The Earmarks of a Tech Man"; Professor Dewey, who will discuss "The Economic Future"; and Professor Robinson, who will present "The Qualitative Analysis of the Izzyautonomous Constituent."

Two remarkable dramatic productions will also be given, a funny skit and a complete musical comedy. Several famous actors have been induced to appear in this part of the program, but the Committee in Charge refuses to divulge their names.

Tickets for the dinner have sold very rapidly. They will be withdrawn from sale promptly at five o'clock this (Continued on Page Two.)

## WIRELESS SOCIETY

### Effect Of Weather Conditions To Be Studied.

At yesterday's meeting of the Wireless Society, Professor Kennelly brought forward the suggestion that readings be taken regularly from some station and the audibility recorded. Those experienced in receiving messages via wireless know that the signals vary greatly in audibility. This phenomena has not, according to Professor Kennelly, been investigated in a scientific manner up to the present date. In his belief this variation may, in large measure, be attributed to weather conditions.

The speaker suggested that the club install the necessary apparatus and improvise a system of taking readings, which should be kept in the manner of a log, and compare these readings with the weather conditions at the time. After some months of (Continued on Page Five.)

## CHESS TOURNAMENT

The following men are to oppose each other in the first round of the chess tournament: P. L. Alger and J. B. Wirt; J. A. Tobey and A. N. Pray; H. M. Baxter and D. N. Barker; H. C. Alley and F. Bermingham; C. J. Johansen and E. H. Neumen; A. B. Sanger and W. H. Costelloe.

P. F. Jones and E. C. Layne; G. A. Saladrigas and A. Kenigsberg; S. H. Zepfler and R. E. Wilson; D. E. Woodbridge and C. M. Deane, and W. W. Drummy and T. Johnston oppose each other but do not enter the tournament until the second round.

## WORK OF THE T. C. A. FOR THIS YEAR

### Freshman Advisors, Reception To Freshmen and Room Lists Among Activities.

It is of no little interest to make a survey of what the Technology Christian Association has accomplished since the close of the last school year. The Association started this year with a new General Secretary, Mr. A. L. Cushman, at its helm. He reports that the freshman Advisory System, which the T. C. A. instituted several years ago, was very successfully carried out. During the summer, over 400 letters were written to freshmen by 96 upperclassmen and of this number of letters of inquiry, 219 were answered. During registration, over 400 men were given aid and over 75 were helped in later difficulties of a varied nature.

The Association compiled a list of rooming and boarding places; these were investigated and published for the use of new men. Copies of the lists were on hand constantly during (Continued on Page Six)

## HOCKEY TEAM PRACTICE

### All Men To Report At Gym This Afternoon.

Last Monday the hockey squad reported at the Gym and after the talk by Mr. Ralph Widden, the men went out for a short run. Mr. Widden impressed on the candidates that in order to make any showing against the other college teams, the men must train conscientiously and show by their own individual spirit that they have the best interests of the team at heart. He emphasized the fact that one good hockey player could do more harm to a team by causing lack of spirit and disinterest, than he could do good by his ability as a player.

Captain R. L. Fletcher was unable (Continued on Page Six)

## TAG DAY RECEIPTS

Owing to a printer's error the receipts from tag day were given as \$101.32. The correct figures are \$201.32. Out of 2000 tags printed more than 1700 were distributed.

## CALENDAR

Wednesday, December 2, 1914.  
P. M.—Field locker house open.  
4.15 P. M.—Hockey Practice. Gym.  
5.00 P. M.—Close of sale of Senior Dinner tickets.  
6.00 P. M.—Catholic Club Monthly Meeting. Union.  
Thursday, December 3, 1914.  
Junior Prom Ballots issued. Political Economy Lecture.  
1.30 P. M.—T. C. A. Talk. Union.  
7.15 P. M.—Senior Class Dinner. Hotel Westminster.

# THE TECH

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WEDNESDAY, DECEMBER 2, 1914.

## IN CHARGE OF THIS ISSUE.

Editor: H. E. Lobdell, '17.  
Associate: J. G. Fairfield, '16.  
Assistants: A. E. Keating, '17; F. A. Stearns, '17; A. D. Nute, '17; K. M. Lane, '17; R. E. McDonald, '17; F. H. Wells, '18; J. W. Damon, '18; E. P. Travis, '18.

The carelessness manifested by most of the activities in submitting material to The Tech has been extremely noticeable of late. The Professional Societies have been the worst offenders, but the attitude is almost universal, and results in continual inconvenience to the activity itself, and annoyance to the student body, for which The Tech is unjustly blamed.

If each organization would put one man in charge of its publicity, and hold him responsible for it, all would benefit by the change, particularly the activity itself. The T. C. A. has just adopted this system, and finds it extremely satisfactory.

The class rolls in the Union still display last year's lists of paid-up members, including the class of 1914. The officers of the three upper classes have now been in office for five weeks. It would be an appropriate rebuke to their carelessness if the freshman list should be the first posted.

We are pleased to note the step taken by the Union Committee in providing blanks for the reservation of rooms in the Union by the activities. This advance in systematization should serve to prevent the recurrence of the conflicts which have recently been so prevalent. It is to



Wellesley College Girls taking courses in Economics and Labor Problems are having one of these problems demonstrated before their eyes in the shape of a brick-trimmers strike, with picketing, police guards and all the features of a regular walk-out.

One hundred and fifty workmen out of one hundred and ninety engaged in clearing away the ruins from the Old College Hall Fire struck when, as they say, their pay was cut down without notice from \$2 to \$1.75 a day. The Robert R. McNutt, Inc., Co., the employers, arranged to pay the strikers at three o'clock Monday afternoon. More police were on hand during the pay hour.

The fact that more than \$300,000 was paid to see the Harvard eleven play during the season just over, makes one wonder just how much could be taken in were the sport run solely as a money-making institution. Harvard played nine games in all. If all nine games were listed with "big" teams, it would be an easy matter to attract 40,000 spectators to each contest. Likewise it would be simple to get at least \$3 per ticket, which would mean \$120,000 a game, or \$1,080,000 for the season. Quite a little "change" for a couple of months' sport.

There is a strong possibility that the Cornell varsity crew will make a trip to the Pacific coast next year, the first in the history of rowing at that institution. Coach Charles E. Courtney has received an invitation from J. J. McGovern, director of the Panama-Pacific Exposition, asking him to enter a team on the coast.

In his letter to Mr. Courtney, McGovern says: "During the Panama-Pacific Exposition, we propose to have the University of Washington send a crew here to row against Stanford and California, and I am desirous of getting from you as soon as possible an expression as to whether or not your institution would consider an invitation to row here next year. Of course, the whole thing will depend upon what arrangements can be made. An Eastern crew would certainly be a great boost for the sport and would arouse more interest."

## SENIOR DINNER (Continued from Page One)

afternoon, so that today is absolutely the last opportunity to obtain them. C. W. Wood, in charge of the sale, requests the men who have tickets to leave a report of the number sold at the Cage not later than five o'clock this afternoon.

It is hoped that the activities will now do their part, and co-operate with the Committee in reducing the reservation question to an efficient and business-like basis.

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**COMMUNICATION**

To the Editor of The Tech:

In the address of Dr. Powers, as reported in "The Tech" of November 30th, in many respects a seriously false impression is made, due to exaggeration and lack of perspective. It is possible that the reporter has done the speaker injustice, but in any case the statements as quoted in your columns should not pass unanswered.

1. No one questions Germany's capacity in the creation of wealth, but that in this she is so far ahead of other people is not true. German chemistry has been able to create from a barrel of tar, products worth ultimately approximately \$100, but this is distinctly less than \$10,000. While a ton of watch springs is worth many times the value of the pig iron from which they are made, no great fortunes have been created in the manufacture of watch springs, on account of the limited outlet, and in the same way the German coal tar industry is, as modern industries go, a relatively small one.

2. The industrial and theoretical development of science has not been made mostly by Germans. Civil, Mechanical and Mining Engineering had their early great development in England; Chemistry and Physics in England and France; and Biology almost entirely in France. Without for an instant forgetting the great debt owed to German scientific achievement, failure to credit the work of such men as Watt, Stevenson, Lavoisier, Faraday, Pasteur, Kelvin, Gibbs and many others, is an unpardonable overstatement.

3. The claim that in elimination of waste there is little comparison with other nations, is due to ignorance. American manufacturers are just as ready to eliminate waste as the Germans, and fully as successful in their methods. The packing industry as developed in Chicago and elsewhere in this country is probably the world's best illustration of waste elimination. Industry, however, will never willingly eliminate waste where the elimination costs more than the value of the recovered product. For instance, the reason why water power development in this country progresses so slowly, is the fact that in most places coal power is cheaper. The recovery of material things in Germany is carried farther than here because of cheaper labor. Germany has her waste,—a terrible waste of labor, a burden of toil, monotonous and severe with but little return in comfort and the satisfactions of life. The writer can never forget the sight of the peasant men and women along the roads and in the fields of Germany, stooped under heavy loads and old before their time; nor the appearance of the steel mills of Silesia, where literally scores of men did the work which in similar plants in this country is done by machinery, controlled by two or three mechanics. The conservation of material things is less important than the conservation of human energy, and the development of human opportunity.

4. Literacy is not synonymous with intelligence, and it is probably true that the American workingman, even including our large foreign born pop-

ulation, is more intelligent than the German of the same class.

5. The writer profoundly respects the law-abiding character of the German people, and hopes to see the development of something of the same spirit among us, but is none the less of the opinion that this quality in the Germans is not an unmixed good, but that the German people pay for it too great a price in the sacrifice of personality and individuality.

These statements are in no wise intended to disparage German achievement and German culture, but on the other hand the worship of things German carried to excess is repugnant to the well poised mind.

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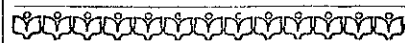
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### LUCIUS TUTTLE DIES

(Continued from Page One)

increasingly difficult, but has been able to see friends, transact business, and ride out in his motor car until a week ago.

He was one of the old school of railroad men, thoroughly familiar with the details of operation of all departments of the road from personal experience. More than two-thirds of his life was given to his profession, and his passing from the helm of the Boston & Maine made things, as the stockholders later discovered, decidedly different and much less pleasant for them.

He was born in Hartford, Conn., March 11, 1846, the son of George and Mary Louise Tuttle. He was educated in the public schools of Hartford, Conn., his native city, and at the age of 18 years became clerk in the Probate Court of that city.

The work of the court house was not to his liking, and he remained there less than a year. It was in 1865 that he entered railroad service, as ticket clerk for the little railroad from Haverhill to Fishkill. One year later his ability won him promotion to the position of general ticket agent of the same line.

For twelve years he plodded on in the service until 1878, when the Hartford, Providence and Fishkill was absorbed by the New York and New England. As Mr. Tuttle could not be spared, the absorbing road sent him to Boston as assistant general passenger agent. Though only four months with the New York and New England he did much to lift the road from the embarrassment under which it was suffering.

In February, 1884, Mr. Tuttle joined the Boston & Lowell as its passenger agent. As this road which was later leased by the Boston & Maine, formed an important link between Boston and Canada, it was a natural transition and in the line of promotion that in 1886 he became general passenger traffic manager of the Canadian Pacific railway, with headquarters at Montreal.

In 1890, he became general manager of the New York, New Haven & Hartford Railroad, with an office in New Haven. Two years later, he was elected vice-president of the road with a salary of \$15,000 a year. In 1893, he was unanimously elected president of the Boston & Maine by the stockholders at their annual meeting. Among the things accomplished after he became president of the Boston & Maine was the leasing of the Fitchburg railroad in 1900. This lease required the consent of the Legislature.

In 1908, during the discussion on the proposal to merge the New York, New Haven & Hartford with the Boston & Maine, Mr. Tuttle appeared before the legislative committee on railroads and made a long address in support of the merger. In that address he reviewed the building up of the Boston & Maine, and called especial attention to the advantages which had been given to the service after each absorption.

After the New York, New Haven & Hartford assumed control of the Boston & Maine system he resigned from the presidency in September, 1910, and Charles S. Mellen was chosen in

### COURSE FIFTEEN IS PROVING POPULAR

Engineering Administration Taken By Number Of Sophomores.

The new course in Engineering Administration, which was opened this fall for the first time to second year students, has proved much more popular than was at first expected. From the Sophomore class, numbering between 350 and 400, about 60 are registered in this course which is approximately one-sixth of the entire enrolment of the class. In the past, Mechanical, Civil and Electrical Engineering have been the most popular courses.

The new course, the establishment of which was due to the Alumni Council, is in charge of Professor Davis R. Dewey. It is divided into four options, Civil, Mechanical, Electrical and Chemical options. In all of these, the work in the business or administrative subjects is the same, the difference being in the engineering studies, where a choice of the subjects offered is made. At present, over half of the men of the course are taking the Mechanical and Electrical option.

Nearly all of the essentials in business practices are touched upon in the subjects given and the fundamental parts are brought before the student.

his place. He retired to private life at once, and, although Mayor Fitzgerald offered him a choice of a place on the Health Commission or the chairmanship of the Commission Upon the Revision of the Building Laws, he refused both.

Mr. Tuttle was elected life member of the Corporation May 31, 1901, and entered immediately into his special interests, being named the same year on the Visiting Committee on Civil Engineering. He remained with this committee for ten years and in 1911 was made a member of the Visiting Committee on Electrical Engineering with which group he was connected till his death.

Of his work and interest as a member of the Corporation there is nothing but praise and on every hand his judgment was much respected. In recent years his activity has been lessened on account of his disability. He brought to the councils of the Corporation great practical experience in engineering and on this account had more than usually a conception of the important place of the Institute in modern education. He went out of his way to attend gatherings of students and had interest in the individuals when they showed capacity and was always ready to help them even in a financial way if this were desirable. He manifested his interest in Technology by counsel and personal action when the question of the renewal of the grants to the Institute were before the Governor and Legislature.

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**COMMUNICATION**

On the question of the Union Victrola which was the subject of a recent editorial in your paper there are plenty of excellent grand opera records for the amusement of loungers but rather few ones playing popular music. The popular ones are of the period when "The Oceania Roll" and "That Mysterious Rag" reached their zenith. Scarcely a record less than six months old is to be found. Probably lack of funds has prevented the Union Committee from purchasing more, but have they made any attempt to secure an appropriation from the Institute Committee? Also in the Victrola cabinet grand opera, military marches and ragtime are curiously intermixed due no doubt to the fact that since the record holders are still in tatters, it is impossible for users to even attempt to hold to the filing arranged by a Union Committee of former years.

Yours,

UNDERGRAD.

**ENGLISH H. S. REUNION**

The members of the Classes of '08, '09, '10 and '11 of the English High School tendered a banquet last evening at the Hotel Nottingham to Mr. John F. Casey, headmaster, who is expected to retire after this year.

Among the speakers, besides Mr. Casey, were James E. Thomas, Principal of the Dorchester High School, William B. Snow and Charles P. Lebor, instructors at the English High School and Harold C. Janvrin of the Boston Red Sox. There were about one hundred and twenty-five present.

**CATHOLIC CLUB**

The monthly meeting of the Catholic Club will be held upstairs in the Union at six o'clock tonight. There will be a reception to the Latin-American students. The speaker will be Father Cardallero, of Boston College, and Mr. Constantine Maguire. Father Cardallero will address the Latin-Americans in Spanish.

**WIRELESS SOCIETY**

(Continued from Page One)

data gathering, some connection might be established between audibility and atmospheric disturbances. Professor Pierce of Harvard has promised to assist in the undertaking. The matter was discussed by the members and several personal experiences along this line recounted. Arrangements were made to give the new members practice in receiving on Tuesday and Friday noons.

**The Latest Dances**

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**MECHANICAL ENGINEERS VISIT STORAGE PLANT**

**View The Cold Storage Rooms And Power Plant Of Quincy Market Company.**

About twenty-five members of the Mechanical Engineering Society enjoyed a trip to the Quincy Hall Market yesterday afternoon. The first sight was the packing of the fish as they come from the barrels of the fishermen. After being rinsed, they are packed closely in shallow pans, and carried upstairs to the cold storage rooms. Here a temperature of from five to seven degrees Fahrenheit below zero is maintained, and the fish are frozen stiff in the pans. In other rooms in this building, the fish are piled in flat sheets about two feet square, or heaped loose. The frost work in some of these rooms around the ammonia pipes is beautiful.

Ammonia compression refrigerating machines were seen, one of one hundred, one of eight hundred, and one of three hundred tons capacity. There were several large pumps for circulating the brine through three miles of ten inch mains. Going out at eighteen degrees Fahrenheit below zero the brine returns at twelve degrees below zero. There were large condensers for the ammonia vapor, one of which is the barometric tube condenser which is capable of producing a twenty-eight inch vacuum. Part of the electrical equipment consists of two five hundred kilowatt Westinghouse turbine generators which supply part of the light for the plant.

The beef rooms were next visited. Here the quarters are stored upon being received from Argentina, or from the West. The rooms where the butter, eggs and poultry are stored were next visited, with the manager. This company regularly keeps every year 500,000 cases of eggs, each case containing thirty dozen eggs. The problem of storing eggs is difficult, as both temperature and humidity must be carefully watched. In the egg rooms, a constant temperature of about 32 degrees must be maintained. If the humidity is too high, the eggs mould; if it is too low, the eggs evaporate and become too light. The cooling is accomplished by a circulation of cold air driven at low velocity by fans through ducts. The humidity is controlled by passing the air over calcium chloride.

The members finally visited the power station, where the ammonia is pumped and compressed by huge Rice and Sargent engines, and the ammonia condensing towers.

Field locker house open this afternoon.

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#### CIVIL ENGINEERS

Bridge Trip Postponed To Visit  
 Burgers Plant Instead.

The Civil Engineering Society will make a trip to the C. L. Burgers Company at Williams Street, Jamaica Plain, Friday afternoon. This company is a well known maker of transits and levels. The men are to meet on the corner of Dartmouth and Huntington Avenue at two o'clock, taking a car to Dudley Street terminal station.

The trip planned for Friday to the new Boston and Albany bridge near Riverside, has been postponed. The men are working night and day on the bridge, and whereas it is expected that the pouring would be ready for inspection Friday, it will be too far advanced at that time. A trip will probably be made Sunday morning, December 20, when the bridge will be rolled into place.

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#### T. C. A. WORK (Continued from Page One)

registration, and new men were thus referred to respectable and reliable places. During the first week of school this year, the Association held its annual reception to the freshmen in the Union. The reception was well attended and plenty of speakers were on hand to introduce the new men to Institute activities. No mention need be made of the Thursday noon talks in the Union, which have been held regularly. The T. C. A. has secured membership privileges in the Y. M. C. A. and the Y. M. C. U. for all members contributing \$1.00 or over to the support of the T. C. A. The Association levies no dues upon its members, and the treasury depends entirely upon contributions of its members. In a later issue of The Tech, will be published the budget made out for the present school year.

#### FACULTY NOTICE

The lecture in Foundations for December 5th will be transferred from 6 Lowell to 23 Walker.

#### ELECTRICALS TO MEET

Wire and Cable Manufacture To  
 Be Topic of Lecture.

Mr. Henry A. Morss, vice-president of the Simplex Wire and Cable Company, will speak before the Electrical Engineering Society at the next meeting, which will be held in the Union on December seventh. Mr. Morss will talk on the manufacture of wires and cables, illustrating his lecture with lantern slides.

The Electrical Engineering Society will take a trip to the factory of the Simplex Company within a few days after the lecture, and the talk will afford an explanation of the commercial processes to be seen.

#### CIVIL ENG. TALK

The talk given before the Civil Engineering Society last Friday evening should have been spoken of as "What We Can Learn from Germany." The incorrect title, "What We Owe to Germany," was posted on the bulletin boards and was given to The Tech as the subject of the lecture.

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**HOCKEY TEAM**

(Continued from Page One)

to be present with the squad on Mon-  
 day on account of sickness. He is now  
 back in school and will meet the men  
 at 4.15 this afternoon at the Gym. All  
 men must come prepared to run.

The following men are to report:  
 Fletcher, Earl, Young, Winton, Keel-  
 er, Jewett, Woodward, Holdin, Wood-  
 land, Coward, Ross, Gould, Lowen-  
 gard, McLaughlin, Proctor, Tutein,  
 Hibbard, Gray, Toye, Hunt, Sawyer,  
 Cochrane, Maguire and any other men  
 who intend coming out for the team.

**FINE ARTS TALK**

Mr. Rossiter Howard and Professor  
 George H. Chase will speak on "Land-  
 scape Painting" and "Greek Vases,"  
 at the Museum of Fine Arts Sunday  
 afternoon. The lectures are open to  
 all.

Senior Dinner Tomorrow at 7.15 at  
 the Westminster.

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