

NEARLY FOUR THOUSAND ON M. I. T. HONOR ROLL

War Service Auxiliary Organized to Keep in Touch With Every Technology Man Who Enters the Service

AFFILIATED WITH RED CROSS

The War Service Auxiliary of Technology, which in the interests of the Alumni Association is caring for the Roll of Honor of Technology reports death in service in France of George Albert Beach, '14, of the Aviation Section. Mr. Beach was the victim of an aeroplane accident in a practice flight. At the Institute he took up the studies of Course II, and in his first year out of college became engineer for the Liquid Carbonic Company of Chicago. Afterwards he was associated with the Sears-Roebuck Company in the same city. He joined the Aviation Section of the Signal Reserve Corps and was sent to France. His home is West La-Porte avenue, Fort Collins, Colo. He was a member of the Sigma Alpha Epsilon family.

More cheering is the announcement of the conferring of a Military Cross on Captain Alan Edgeworth Stewart, also of '14. He was a native of Toronto and came to Technology with two degrees, B. A. Sc., from the University of Toronto and M. S. from the University of Chicago. He was given the degree M. S. at the completion of his work at the Institute. Shortly after leaving Technology he joined the Second Field Company, Canadian Engineers of the Second Overseas Contingent. He is now Captain of Signals in the Canadian Heavy Artillery Corps, British Expeditionary Force.

The Roll of Honor numbers today 1,744 men in the Service and more than two thousand in industries allied to war, a remarkable showing out of a total list of about ten thousand. The military and naval distribution is:—

Officers or in Training Camps, 1366	
Enlisted men or non-commissioned officers,	382
Foreign Service,	335
Aviation,	228
Navy,	313

From this group the deaths reported number 20.

The caring for the lists by the War Service Auxiliary is a piece of efficiency work to prevent duplication of effort, by Technology departments, and for the reason that this service has the most urgent need of keeping in touch with the men who are patriotically risking their lives for the principles of democracy. The great work of the Auxiliary is along the lines that fall within the province of women. It is an organization of mercy composed of alumnae students and the wives of the Faculty members, affiliated with the Red Cross and other great services, and keeps in touch with every Institute man who goes into service, wherever he may be. It follows up closely the standardized methods with reference to wool garments and kit bags and has invented for itself a number of new things of greatest value. It has put \$3,000 into wool for its interested groups of women to knit, and more than a thousand dollars into comfort kits, one of which went at Christmas time to every Technology man in military or naval service who could be reached.

One of the services of immediate interest is the distribution of books. It is true that the A. L. A. has collected much money and is building library structures in the camps for library service among the soldiers, but these matters on such a large scale take time, while the War Auxiliary Service has been a "Johnny-on-the-Spot," and for a couple of months its book boxes have been in circulation among the Technology soldiers in the camps. It has thus sent out 1,200 books, 600 magazines and has pasted up 75 scrap books, of value to the convalescent who is not yet at the reading point in his recovery. Just at the moment, a couple of trunks are going across the water to the Paris headquarters and local

CROSS-OVER IS FIRST STEP TOWARD REPAIRS

Repair Work On Harvard Bridge To Start Soon

Just recently a cross-over has been put in between the street car tracks on Massachusetts avenue opposite the Institute. Although its purpose is not at first apparent, it is the first step toward a long-promised and much-needed improvement, namely the repairing of the Harvard bridge. This cross-over will enable the Harvard Square cars to run to the bridge and then switch back onto the return track as long as it is impossible for them to cross the bridge because of the repairs going on. Often has the renovating of the Harvard bridge been discussed and sometimes even started, only to die a natural death before getting much accomplished. But now it seems as though something was really about to be done. The repairs will only extend to the planking and paving of the bridge, however, it will be a rather expensive piece of work, as the planking must be thick and made of heavy wood. No alterations or repairs are to be made on the piers and foundation of the bridge, as these are still in good condition as is also the iron framework.

NEW RADIO COURSE

To be Given in Co-operation With Harvard

In response to a request made by the Signal Corps of the United States Army to the different technical schools throughout the country, the Institute is going to give an intensive course in Radio-Engineering in co-operation with Harvard University. The course is to be in charge of Professor Kennelly of Technology and Professor Chaffee of Harvard. It will begin the fifth of February at 9.00 o'clock and will cover a period of fifteen weeks at twenty-four hours per week. This course is intended particularly for Seniors in Course VI, but a Senior in any engineering course may enter. However, men who have had little or no work in signalling will be required to take six hours a week extra to practice signal codes. To enter the course, it is necessary to enlist in the Signal Corps, and also to swear that nothing which may be learned of a secret nature will be revealed. At the end of the course, no commissions are promised, but chances for promotion in the Signal Corps are numerous.

Part of the work is to be done at Technology and part at Harvard, however, a great part of the laboratory work will be done at the Cruft High Tension Laboratory at Harvard. There will be six lectures weekly and two hours of laboratory work a day. The lectures will be given by Professors Kennelly and Chaffee with an occasional one by other men. The work will deal chiefly with wireless methods and radio communication in general in the present war.

The United States Signal Corps wants four or five hundred trained radio men by June. These men must be picked men, they must be something besides wireless operators, they will be chosen for their general abilities and characteristics, and will be preferably men of the Engineer type. Some idea of the importance of this branch of the service may be gained from the fact that France has a large force of officers and men in this branch doing radio and signal work behind the lines, and the number required by England is also large. All communication with the front-line trenches from the division headquarters must be kept up by wireless, and responsible men with all-around training are needed for this service.

home of Technology filled with little comforts for the men in camps and among them the famous Technology slippers.

ONE HUNDRED AND SEVEN MEN AT PRESENT ON INSTITUTE'S ROLL TO BE ADMITTED THIS FEBRUARY

MONTHLY SCHEDULED
TO APPEAR NEXT MONDAY

To Be Devoted Largely To War Subjects and Pictures

The next issue of the Technology Monthly which will be placed on sale January 4, the day on which the students register for the second term, is devoted principally to articles of military nature, and should prove of interest to the entire student body. Among the more important of these articles and discourses are "Notes on the Employment of Machine Guns" by Captain J. S. Hatcher, ordnance department officer of the machine gun school, Springfield Armory; "Dynamics of Boomerang" by Wm. S. Franklin, professor of physics and fluid dynamics at the Institute; "Instruments used in Aerial Navigation" by F. V. DuPont '17; "Story of the Youth Who Served his Uniform, not his Country" by M. A. Whitehead, U. S. N. R. F. C. In addition to these there is a story which was awarded first prize, ten dollars, in a contest recently conducted by the Monthly. "The American College Man" is the title of the story and it was written by L. F. Chen '18. There are some interesting cuts in the magazine showing not only the staffs of the military and naval aviation schools located here at the Institute but also some of the work that is being done by the men, such as signalling and practice in rigging. Chas. H. Whoolley '18, who entered the Field Ambulance Service a year ago and in the fall transferred to the Lafayette Escadrille, gives a vivid description of the work of that organization and of several of his personal adventures in a series of letters. A few of the recent undergraduate social activities such as the Winter Concert are characterized in cartoons by Wills '18.

COOPERATIVE SOCIETY

Semi-Annual Report Shows Decline in Sales

The diminished attendance at the University of Harvard has affected the business of the Co-operation Society as shown by the semi-annual report which was presented to the Board of Directors yesterday. For the six months ending Dec. 30, 1917, the total sales at the Main Store and the Thurston Branch amounted to \$204,085.47 as against \$260,513.37 for the corresponding period in 1916, which is a decrease of \$56,427.90. The loss is chiefly in two departments, books and furniture. The Technology Branch, on the other hand, shows a gain in sales, the figures being \$50,956.96 for the last six months of 1917 as compared with \$49,418.69 for the last half of the year preceding, or a gain of \$7,538.37 in sales. No substantial decrease in the attendance at the Institute has yet taken place, whereas the Harvard enrollment is less by about forty per cent. than that of December, 1916.

Gross profits from sales at the Main Store and the Thurston branch amounted to \$43,283.98 as compared with \$54,586.26 a year ago, or a decrease of \$11,302.28. Expenses also show some reduction, being \$30,530.96 as against \$32,809.21 in the corresponding period of 1916. Counting receipts from membership fees and incidental income the net profits for the half year were \$15,605.60. A year ago the Society made its phenomenal showing of \$25,051.77 in net profits, so that the present shrinkage by reason of reduced sales is considerable. Notwithstanding this, the net profits are as large as in some previous years under normal conditions.

The gross profits of the Technology Branch amounted to \$15,611.85, an in-

(Continued on page 3)

The Majority Come From the New England States and Are the Representatives of About Seventy Schools

TO BE CALLED JUNIOR FRESHMEN

At the present time Technology is undertaking the experiment, unique in institutions of its class, of admitting a new group of freshmen in the middle of the school year. These men have been admitted solely on the recommendations of the preparatory schools from which they come and will not be required to take any entrance examinations. The class thus matriculated will be an object of the greatest interest to educators on account of the high standards of Technology, for it is agreed that the regular Institute courses are in peace times sufficiently intensive for the students.

In order to overcome the handicap of the loss of a half year's work, the new class, called the "Junior Freshmen," will begin work on February 4, and will continue during the summer with a vacation of two weeks after the spring term and another recess of two weeks before the beginning of the fall term, or the students it means practically four years' work in three, for the faculty a rearrangement of the schedules so that this larger number of men may be cared for, and for the country it means more than one hundred picked men following technical courses who will be able three years hence to take up the professional engineering work for which the country stands in such urgent need. For the Institute it means another prompt and well-considered method of aiding the Government added to the score of other methods that have already been established.

Many applications were received for entrance in the class, and after the qualifications of the men were carefully examined, 107 of the applicant were accepted. These men are a picked lot, mentally alert, and physically capable of carrying out the programme. It was necessary to reject many of those who applied, for the reason that the Institute has capacity only for a given number of students. Secretary Allyne E. Merrill has made an estimate of the number of students who will return for second term work and the enrollment for the new class was set at 100.

With seven schools already established at Technology giving courses for or in harmony with Government requirements, and an eighth, the school of Radio Engineering, beginning at this time, there will be fullest possible use of the laboratories and class rooms.

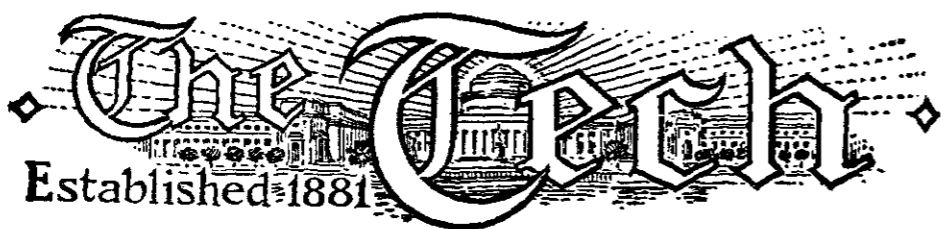
The new men come from all the New England States and four others, ten in all, and represent sixty municipalities and about seventy schools. Massachusetts leads, as might naturally be expected, with thirty-four cities and forty-three schools. Newburyport sends nine students to the freshman class, New Bedford comes second with five, Malden, Milford, Gloucester, Brookline, and the schools of Groton, Mt. Hermon, and Williston tie with four each, while Natick and Cambridge send three representatives each. There are four men from Pennsylvania and six from New Jersey, Texas, and Ohio combined.

The following is a list of men already entered:

- Boston**
English High School—A. Chester Clifford, Andrew J. Crowley, Jr., Ralph E. Ferdinand, Walter J. Hamburger, Frederick W. Wiegand and A. S. Ruud.
Latin School—Albert C. Hayden and Nicholas E. Dyer.
Dorchester High School—O. Kenneth W. Bates, Ernest R. Gordon, Paul H. Phillips and Bernard W. Rubin.
East Boston High—Abraham H. Goodman.
West Roxbury High—John E. Karcher.
School not named—Gustav Kopsch.
Massachusetts
Andover Academy—Lansing T. Carpenter.

- Arlington H. S.—Frederick H. Pomeroy.
Brookline H. S.—Henry M. Meyers, Jr., Donald A. Robbins, Arthur L. Silver and Theodore P. Spitz.
Barnbridge, Little all—Homer L. Bigelow.
High and Latin—George Everett Farmer.
Rindge—Edward A. Lerner.
Everett, High School—Frederick N. Morgan and Fullerton D. Webster.
Easthampton, Williston Seminary—Kenneth M. Burkett, Rowland W. Darcy, Arthur N. Doolittle and E. L. Wildner.
Framingham H. S.—Eldridge B. George.
Gill, Mount Hermon—George B. Allen, George A. Chutter, Frederick R. Kingman and John H. Wishman.
Gloucester H. S.—E. Sumner Curtis, Roland B. Griffin, Algot J. Johnson and Arthur F. Rogers.
Greenfield H. S.—Roger Clapp.
Groton School—Oliver H. Coolidge, Laureus M. Hamilton, Thomas H. West and David P. Wheatland.
Ipswich, Manning H. S.—Harold F. Metcalf.
Leonminster H. S.—John T. Hull.
Lynn Classical H. S.—John William Ingram, Kenneth Hamden Pratt and E. W. Haywood.
Malden H. S.—Israel M. Epstein, Francis P. Sammet, William A. Swett, John H. Wishman.
Medford H. S.—George B. Allen.
Medford H. S. and Stacy School—Chester Avery, Warren Chilson, Arnold R. Davis and James A. Zurlo.
Natick H. S.—William B. McGorum, Bernard H. Moran, Harold Wetherell.
New Bedford H. S.—Max Goldberg, William Horvitz, Howard C. Mandell, E. Willis Sherman, Jr., and Hilary S. Swenson.
Newburyport H. S.—Roy B. Chase, Robert B. Frost, Edwin R. Haigh, Elliott P. Knight, Edward W. Noyes, Elliott G. Peabody, Fred. L. Raymond, Everett Wilson and A. Royal Wood.
Newtonville N. H. S.—Charles W. Richards.
North Easton, Oliver Ames H. S.—Harold C. Johnston.
Norwood—George Howard LeFevre.
Reading H. S.—Fred R. Kingman.
Rockland H. S.—Joseph A. Mahoney and Kenneth M. Burkett.
Rockport, Gloucester H. S.—Arthur F. Rogers.
Somerville H. S.—Frederick B. Dammun and Clayton C. Westland.
Swampscott H. S.—Frank H. Pomeroy.
Taunton H. S.—Francis J. Magee.
Watertown H. S.—Wallace L. Howe and Eldridge George.
Wilmington, Reading H. S.—Fred R. Kingman.
Winthrop H. S.—Ralph E. Ferdinand and Arthur F. Verney.
Woburn H. S.—Ambrose L. Kerrigan.
Worcester Academy and W. P. I.—Brainerd M. Jacobs.
Maine
Orono, U. of Me.—Frederick H. Pomeroy.
Portland H. S.—Clifton B. Morse.

(Continued on page 3.)



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The Editor-in-Chief is always responsible for the opinions expressed in the editorial columns, and the Managing Editor for the matter which appears in the news columns.

IN CHARGE THIS ISSUE

Albert Kruse '20 R. H. Smithwick '21

WEDNESDAY, JANUARY 30, 1918

NEWSPAPERS

PROBABLY the following extract from a letter to one of the freshmen from his mother will open the eyes of some of us who read only the sporting and comic sections of the newspapers. We do work hard but there is not one of us who can afford not to find time to read the papers. No more need be said,—the excerpt speaks for itself:

"You see, Sonny, if you keep in touch with events and a righteous criticism of those events, it gives you not only a necessary knowledge, but it gives you mental stability,—the power to sift the chaff from the wheat, or, to put it in one word, it gives you judgment. You might just as well have judgment at twenty as to wait until you are gray haired. The ability to look at both sides of a question and make a decision for yourself is something very few people can do until they have had some hard knocks, and some cannot do it even then.

"What I want to impress upon you is that cramming yourself with a lot of boiled down facts will not develop you mentally. But if you measure your judgment every day against what you find in a leading newspaper, especially the editorials, you will find yourself getting a focus of your own and this, coupled with college education, means more than you can at present realize.

"You cannot afford to miss the influence of your own times. No matter how much you may learn at Tech, you won't be a well rounded man if you do not keep in touch with the present current of thought. These are wonderful times we are living in, portentous both of good and evil and I don't want you to be dead to it; and above all remember your right or wrong thinking is a big help or a big hindrance. We don't know yet how the pendulum will swing. It is up to every one of us to do our bit mentally as well as physically."

THE SERVICE LIST

LATELY there have been some complaints about the service list which is being run in The Tech. Most of these were that the list was not authentic. We are endeavoring to keep the list up to date and correct, but it is rather difficult to do so with the numerous changes of rank and location. Our principle source of information has been letters sent to us by relatives of the men, the men themselves and by organizations with which they were affiliated. There must be numerous changes of which we are not informed, but we are doing our best to make the list correct. The some seventeen hundred names now on file in our office are being checked over with the file of the Women's Auxiliary and we soon hope to publish the corrected list. We must thank Mrs. Cunningham of the Auxiliary for her co-operation with us.

Even this checking cannot clear up all mistakes and we must again appeal to our readers to furnish us with any corrections or additional data which they may know of.

With the present shortage of fuel, it would be better if the Institute found another way of disposing of its waste wood boxes than by burning them in the rear of the buildings.

In order to bring before the eyes of Technology Alumni and undergraduates the opportunities and needs for engineers in foreign countries. The Tech will devote considerable space in some of its future issues to a series of articles setting forth these advantages. The material for these articles will be taken from reliable sources, and the articles will be intended to emphasize points which are of greatest interest. Russia will be dealt with in the next issue, and China will follow in the course of two or three weeks.

OFFICIAL FROM THE M. I. T. Committee for National Service

JAMES W. ROLLINS '78, Chairman

WASHINGTON BUREAU 908 Union Trust Building RAYMOND W. FERRIS '08, Secretary

A direct means of communication between the Technology and the National Government. If there is anything you wish to know in Washington, write to the Technology Bureau.

Recently the M. I. T. Committee for National Service received a letter from the United States Civil Service Commission in which was stated an urgent call for several thousand civilian workers, as specified in an enclosed campaign poster. The parts of this poster that are particular interesting to Technology men as a whole follows.

A part of the letter from the Commission speaks of the importance of the call:—

"An inspection of the lists of positions will convince anyone as to the importance to a nation at war that it should have the workers now being sought. As stated in the poster, 'the actual fighting forces would be powerless without a sufficient civilian army behind them.'"

"The Commission requests that you assist it in this campaign by bringing to the attention of the public the examinations in any manner available. As stated in the announcement, persons interested may obtain full information by applying to the representative of this Commission at the post office of any city."

The extracts that the Service Committee has advised for the attention of Technology are:—

Testing Position

200 engineers of tests of ordnance material, \$1,500 to \$2,400 a year. 200 assistant engineers of tests of ordnance material, \$1,000 to \$1,500 a year.

Drafting Positions

500 mechanical draftsmen, \$800 to \$1,800 a year. 50 gauge designers, \$2,000 to \$3,000 a year. 100 apprentice draftsmen, \$480 a year.

Inspection Positions

300 inspectors of small-arms ammunition, \$1,500 to \$2,400 a year. 100 inspectors of artillery ammunition (high-explosive shell loading), \$1,500 to \$2,400 a year. 100 inspectors of artillery ammunition (forgings), \$1,500 to \$2,400 a year. 100 inspectors of artillery ammunition (ballistics), \$1,500 to \$2,400 a year.

300 inspectors of field artillery ammunition steel, \$1,500 to \$2,400 a year. 300 assistant inspectors of field artillery ammunition steel \$3.50 to \$5.00 a day.

500 inspectors of small arms, \$1,500 to \$2,400 a year.

100 inspectors of material for small arms, \$1,000 to \$1,800 a year.

100 assistant inspectors of cannon forgings, \$1,500 to \$2,400 a year.

100 assistant inspectors of finished machine parts, \$1,500 to \$2,400 a year.

100 assistant inspectors of gunfire control instruments, \$12,000 to \$1,500 a year.

50 assistant inspectors of steel helmets, \$1,000 to \$1,800 a year.

50 assistant inspectors of cleaning and preserving materials, \$1,000 to \$1,800 a year.

400 inspectors and assistant inspectors of powder and explosives, \$1,400 to \$2,400 a year.



UNIVERSITY OF ILLINOIS—Ground was broken a few days ago on the property of the University for the installation of an All-University service flag. The latest compilation shows 2,700 Illinois men in the service.

UNIVERSITY OF WISCONSIN—Wireless telegraphy, with special application to war service, has been established in a regular course at the University. The mathematical theory of electricity and magnetism as related to wireless telegraphy will be given careful consideration as well as the study of the apparatus itself. The course will be continued throughout the year.

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schedule was announced tonight and includes the following teams: Massachusetts Institute of Technology, Springfield College, Brown University and Wesleyan College.

YALE UNIVERSITY—Yale will attempt to continue Spring athletics on a decidedly limited and conditional basis. The Athletics Council has voted to allow the undergraduates to attempt to arrange a curtailed schedule in all the three major sports, baseball, track and rowing, but they must be arranged without lavish financial or time expenditures and must be subject to cancellation in case of national or international crisis. The undergraduate managers have been given permission to begin correspondence with Harvard and Princeton regarding possible meets, but whether or not they can be arranged will depend on conditions which exist at the beginning of the spring term. The Yale teams which will be organized will be of a most informal nature; the schedules will be short, if any are finally formed, and will be subject to numerous conditions.

HARVARD—The Harvard team which will run against Technology in the coming B. A. A. meet will be picked from the following runners: B. Lewis, B. J. Duggan, L. M. Evans, W. H. Goodwin and C. F. Larrabee.

Rowing for the Harvard freshmen will probably be run on the lines of normal years and will, to all present indications, end with a race with the Yale Freshman team.

CO-OPERATIVE SOCIETY

(Continued from page 1)

crease of \$4,136.48 over those shown on December 30, a year ago. Expenses were only \$743.57 greater than in the preceding period, so that a considerable increase in net earnings is shown, the figures being \$10,716.73 as against \$7,552.09 in last year's semi-annual report. The Technology Branch has thus proved itself to be a highly profitable experiment and with reasonable good fortune during the remainder of the

year will earn for its members a higher rate of dividend than will be earned on the business of the Main Store. The latter, however, has accumulated from the earnings of preceding years a considerable surplus which can be utilized to make good any difference.

The total membership of the Co-operative Society on December 30, 1917, was 3,573 as compared with 4,117 on December 30, 1916. The number of Harvard members has fallen off by nearly 900, while the Technology membership has increased by about 300.

The decrease in the Harvard enrollment has affected all branches of business in the vicinity of Harvard Square and is likely to do so as long as the war continues. The Co-operative Society is not alone in facing the problem of adjusting itself to a diminished volume of sales.

SHIPPING SCHOOL MEN ON LIST OF EXEMPTED

Official announcement was made yesterday by Henry Howard, '89, director of recruiting for the United States Shipping Board, at his headquarters in the Boston Custom House, that under a recently issued regulation of the Provost Marshal General's department all students entering Shipping Board schools for deck officers or engineers will be exempted from military duty and will remain exempted so long as they pursue the calling for which the school fits them.

This affects 600 or more students and will apply to students enrolled in the future.

There are now 30 of these schools training deck officers for the Merchant Marine and eight training engineers. Only men who have had two years' seafaring experience are admitted to the schools.

On graduation a student is either sent to sea for further training as a reserve officer in the Merchant Marine or is licensed at once.

About 4000 new officers for the Merchant Marine have been licensed since the United States entered the war

JUNIOR FRESHMEN

(Continued from page 1)

- Waterville H. S.—Thias S. Schiro.
- New Hampshire**
- Hanover, Dartmouth—Robert E. Luss.
- Lebanon H. S.—Brainerd M. Jacobs.
- Manchester, St. Joseph's School—William D. Hyland and Maurice D. Kearney.
- Newport, Colby Academy—Herbert Fay Osborne.
- Vermont**
- Waterbury H. S.—Robert E. Luca.
- Rhode Island**
- Providence Tech. H. S.—Edward Parkman Clark and Luther Goff.
- Connecticut**
- New Haven, Yale Sheff.—R. W. Sears, Jr.
- Wallingford, Choate School—John R. Leslie and Donald S. Phelps.
- New Jersey**
- Newark H. S.—Douglas MacDonald.
- East Orange H. S.—John W. Scortt, Jr.
- Paterson H. S.—S. M. Jones.
- Pennsylvania**
- Philadelphia, P. Man. Tr. H. S.—Philip E. Gukeas.
- Germantown H. S.—Victor C. Hassold.
- Wilkes-Barre H. S.—Lansing T. Carpenter.
- Williamsport H. S.—Clyde L. Chatham.
- Ohio**
- Cincinnati, Hughes H. S.—Mark V. Hamburger.
- Texas**
- El Paso—Hurley Griffith.
- Russia**
- V. Dixon.

SUPPORT THE PRESIDENT

(From the Boston Post)

We very much regret to note that the Boston Herald yesterday joined the little coterie of newspapers engaged in jabbing at President Wilson.

If ever there was a time in the history of this country when the authorities at Washington needed the enthusiastic support of the American people, it is the present time.

If ever there was an American administration, entitled by the acid test of accomplishment to the enthusiastic support of the American people, it is the administration of President Wilson.

Perfection is a rare thing in this world. It is a rare thing in presidential administrations, and we do not suppose that the most ardent supporters of President Wilson could claim that his administration is perfect. Some mistakes of judgment, some errors of administration are perhaps unavoidable. Not the errors of President Wilson's administration in meeting the unforeseen and tremendous emergency of the war with Germany have been remarkably few and insignificant in comparison with the long and notable list of achievements. The catalogue of the accomplishments of President Wilson and his advisers is too long to be cited here, but they have been such as to command the admiration of the world. The putting of this great industrial nation upon a war footing has proceeded with a rapidity and thoroughness that would have seemed utterly impossible a few years ago, and would be utterly impossible today except under a great and masterful leadership. Fortunate is this country—a dispensation almost from above, it would seem—that this overwhelming crisis has found at the head of its affairs a man capable of meeting it.

It is absurd and utterly unpatriotic for the Boston Herald to claim, as it did yesterday, that the "root of the trouble"

is that we "live under an elective monarchy." It is true that unprecedented authority has been given to the President. But it was absolutely necessary for the successful prosecution of the war that he should have such authority. It does not make him a "monarch" or anything like it. The people who through their Congress at Washington have wisely granted such authority, have the power to restrict it and take it away. The allegation that "the whole atmosphere at Washington is pervaded with German sympathizers" is vicious and untrue and not borne out by any test of fact.

Because of Lord Northcliffe, through his many influential newspapers in London, felt compelled to unseat a British ministry on account of its terrible blunders in the early stages of the War, does not justify the American press in undertaking similar tactics here. This is not a war to be conducted in the editorial sanctuaries of the newspapers in New York, or Boston, or elsewhere. There is a proper field for newspaper criticism and advice, but it should not go to the extreme of making all sorts of demands upon administration that affairs should be conducted according to their pet views. This war is to be run by the duly elected representatives of the American people, and not by the editors, however ambitious they may be to gain prestige for their publications.

The radical fuel conservation order has been seized upon with avidity by many newspapers as a basis of criticism of the administration. But that order, great as is the sacrifice that it entails upon many business men and employees, is to be judged by its results. If it straightens out the fuel shortage emergency, if it speeds on their way the hundreds of ships with supplies for our allies and our army at the front and ready to sail but for their empty coal bunkers, the time will come, and that in the near future, when it will be universally approved as an act of courage and efficiency.

Let us not carp at the administration, but give it a liberal measure of confidence and back it up as it deserves to be backed up in its Herculean efforts to prepare this country for the war.

We have a good President, a great President, a courageous President, an efficient President, a patriotic President. Trust him. Back him up to the limit.

This is the bounden duty of all patriotic Americans and they will do their duty.

FEW CHANGES IN INSTITUTE SCHEDULE

Monday, February 4, To Be Used For Registration

Practically the only changes that have been necessary at Technology on account of the holidays of the Fuel Dictator are in the date of beginning the second term and a shift between Saturday and Monday of certain exercises. The holiday train schedule that has been ordered for Mondays was met last week by setting the times of the examinations an hour later. This recess between terms began Saturday and will end Monday, February 4. On account of the train schedule, however, the term will really begin on Tuesday, February 5, Monday being used for registration. As a further re-arrangement and until further notice the exercises belonging to Monday will be set forward to Saturday, while those which properly belong to Saturday from 9.00 to 1.00, will be given on Monday between 1.00 and 4.00.

RESUME REGARDING INTENSIVE COURSE IN NAVAL ARCHITECTURE AT INSTITUTE

The intensive course in Naval Architecture which was given at the Institute last spring met with such success that it has been decided to give a similar one this year. Since the outbreak of the war and more especially since the entrance of the United States both government and private interests have felt keenly the lack of men-trained in the line of naval architecture to hasten the fulfillment of the shipbuilding program. The men who graduated from the naval architecture course last year were absorbed at once, and yet there was a demand for more men of the same type. It was to fulfill this demand that this intensive course was planned.

The plan finally determined upon by Professor Peabody, acting in co-operation with the Faculty and the Navy Department, was to give graduates of the 1917 class an intensive course of ten weeks which would fit them to fill the position ship draftsman. At first it was planned only for men from the mechanical engineering course, but in four days the list was closed with an enrollment of fifty men from Courses I, II, IV, XI and XV. Originally it had been planned to send the men to the various navy yards throughout the country on the completion of the course. They were to fill positions as draftsmen, assistant shop superintendents, inspectors, etc. However, shortly before the end of the course, orders came from the Navy Department that all the men were to report to the Boston Navy Yard to take a seventeen weeks' course in the shops of the Hull Division. During the course at the Institute the work had consisted of drafting for six hours a day and lectures for the remaining two hours. At the Boston Navy Yard,

one hour was required for lectures each day in addition to the regular day's work.

At the Yard the men were put to work in the same fashion as any ordinary workman, except that they were shifted from one job to another in order to acquaint them with all phases of the work. The shop superintendent sent in a report for each man, telling the work he had done and describing his special talents. Three-hour examinations were given by Lieutenant Keith on the material of the lectures which he had given covering the history of the warship, theory and details of construction and design. At the end of the course at the Navy Yard the men were examined and nineteen commissions were issued, fourteen for the grade of assistant naval constructors with the title of Lieutenant, junior grade, U. S. N., and five as ensigns, U. S. N. R. F.

Men are needed now as much as ever for this sort of work and with the training they will receive those who take this course will have no difficulty in finding positions either with the government or with private interests. The course this year will be open to graduates of technical schools and to others having the same preparation. Students in the course will have the privilege of taking other work in the Institute for which they may be qualified. Men already registered at Technology will pay twenty-five dollars for this special term in addition to the regular tuition fee for the second term. Those who register for the special course only will have to pay the full tuition for the term, one hundred dollars. The course is to begin February 4 and will end about May 24.

HERBERT B. LARNER '18 MADE HEALTH OFFICER

The department of Biology and Public Health has been able to be of public service in the matter of the epidemics in northern New Jersey. In five cities there have been outbreaks of intestinal disease quite large in number, and thought to be due to the use of untreated water by a company which has been called upon to supplement a diminished public supply in some of the cities. A call having been made, upon Professor W. T. Sedgwick for a health officer, Herbert B. Lerner '18, was sent to the aid of Dr. North, and if the need comes Professor Sedgwick stands ready to supplement Mr. Lerner's work by that of Murray P. Horowitz, graduate student in the same department. It is interesting to see this quick support of the thesis that Dr. Sedgwick has been preaching these past few months of the increasing need of sanitarians which will be noticeable not only during the war but on its close.

DONALD O. FRIEND '17, WEDS

Charles A. Burdett of 7 Mishawum road, Woburn, has announced the engagement of his daughter, Miss Anna H. Burdett, to Donald O. Friend '17. Mr. Friend is the son of Dr. Friend of Brooklyn, N. Y., and is engaged in government research work on metals for munitions.

Technology Men in War Service

The Tech wishes to print the names of Technology men in War Service, whether in a military or industrial capacity, together with the branch of such service with which they have allied themselves. Notification of any corrections or changes in the information given in this column will be appreciated. Address any information of this character to the Managing Editor, The Tech, Massachusetts avenue, Cambridge, Mass.

- Class of 1874
- WILLIAM T. BLUNT, Asst. Engrs, Eng. Corps.
- Class of 1889
- WALTER J. MAYO, Maj., 103rd U. S. Inf., France.
- CLAYTON W. PIKE, Major, Ord. Dept.
- Class of 1893
- WILFRED A. CLAPP, C. E., Q. M. C., War Dept.
- Class of 1899
- CHARLES S. GASKILL, Maj., E. O. R. C., 19th Mission Barracks Railway.
- HERBERT H. ADAMS, Lieut.-Col., 21st Ry. Engrs.
- CHARLES S. GASKILL, 19th Reg. Railroad Engrs. Now in France.
- Class of 1900
- AURIN M. CHASE, Major, Motor Truck Div., Ord. Dept.
- Class of 1901
- HARRY FBENSON, Lieut., North American Motors Co., Pottsville, Pa.
- Class of 1902
- ALLAN W. CROWELL, Chief Draftsman, Cantonment Div., Q. M. Corps.
- Class of 1903
- STEPHEN R. BARTLETT, Lieut., Ord. Dept.
- Class of 1904
- NOEL CHAMBERLAIN, 1st. Lieut., Aviation Sec. Sig. O. R. Corps.
- HARRY G. CHAPIN, Aviation Sec., Sig. O. R. Corps.
- JOHN R. E. CUNNINGHAM, Am. Field Amb.
- ROBERT P. BELLOWS, Red Cross, France.
- Class of 1905
- JOHN H. HOLLIDAY, Lieut., Ord. Died Dec. 23rd, of pneumonia, Georgetown Hospital, Washington, D. C.
- LOUIS E. ROBBE, Maj., 1st Bat., 30th Engrs., France.
- FRANCIS F. LONGLEY, Lieut. Col., care of Chief Engr., A. E. F.
- Class of 1906
- H. C. BLAKE, Capt., Co. B, 309th Engrs., Fort Leavenworth, Kan
- Class of 1907
- FREDERICK E. LANGENHEIM, Capt., American Ord. Base Depot, A. E. F.
- FREDERICK, G. COBURN, Lieut.-Comdr., Naval Constr., U. S. Naval Aircraft Factory, Philadelphia

(Continued on page 4)

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242	Mech. Draftsman	Office Chief of Ord. War Dept.	\$800-1800	Feb. 6
790	Subinspector Ordnance	Navy Yard	\$4.48-92	Feb. 6
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1135	Mech. Draftsman	Bu. Ord. Navy Dept.	\$4.00-7.84 per diem	Feb. 6
1240	Inspectors Artillery Ammunition	Various	\$1500-2400	Feb. 6
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1492	Asst. Physicist, qualified Metallurgy	Phys.Dept. of Commerce	\$1400-1800	Feb. 6
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(Continued from page 3)

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Class of 1910
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HERMANN BEHR, Safety Engrs., Ord. Dept.

F. F. BELL, Lieut., Command. Officer 45th Aero Squad, Gerstner Field, Lane Charles, La.

JOHN K. HARRISON, 1st. Lieut., Naval Insp. of Ord., L. E. Knott App. Co., Cambridge, Mass.

GUY W. BOLTE, 7th Bat. Fort Sheridan.

ALLAN J. CHANTRY, Jr., Naval Constr., Navy Yard, Philadelphia.
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DONALD C. BARTON, Priv., N. A.
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Sec., Sig. Corps., Hdqts Detachment.
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Class of 1913
V. V. BALLARD, Sergt., Co. C, 502nd Engrs., A. E. F.

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WINFRED S. BOYNTON, Engrs., Base Hospital No. 39.

CHARLES L. BURDICK, Lieut., Ord. Dept.
GEORGE P. CAPEN, Insp., Ord. Dept.
E. C. GERE, Lieut., 11th Cav., Newport News, Va.

Class of 1914
RICHARD H. WHEELER, Sergt., 17th Co., Heavy Artillery, C. A. C.
CHAUNCEY D. BRYANT, Private, Aviation Corps. Died in France, Jan. 17, 1918.

PORTER H. ADAMS, Office of Naval Intelligence.
HAROLD W. BARKER, 1st Lieut., Co. A, 110th Engrs.

HAROLD COHEN, Cadet, Aviation Sec., Sig. Corps, Hdqts. Detachment.
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