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The Tech

Established 1881

Vol. 37. No. 22.

CAMBRIDGE, MASS., JUNE 26, 1917

Price 5 cents

SOPHOMORES ENCAMPED AT TECHNOLOGY, MAINE

Recent Rains Halted Work on Company Barracks and Men Are Sleeping in Tents Until Their Completion

ELECTRICITY WILL LIGHT CAMPS

(From The Tech's Correspondent)
WITH THE SOPHOMORE COMPANY AT CAMP CUNNINGHAM, Technology, Maine, June 21 — The Sophomore regiment which left Boston last Monday is in camp. Hard work is the rule, but there is no grumbling, the men taking to the work with a relish, realizing the benefits they are reaping from the strenuous routine.

After an eleven hours' ride from the North Station in Boston the Sophomore company detrained from the Technology flier on the platform of the little station at East Machias, Tuesday morning, and after a cold breakfast set out in soldierly style for the shore of Gardner's Lake, a distance of two miles. Here they were conveyed to the camp on the opposite shore by ferry. Mess was ready for the men upon their arrival and as the dunnage was transported in the rear of the main column, the student soldiers were allowed to await the arrival of their baggage and

(Continued on page 4)

SIXTY TAKING FOUR WEEKS' NAVAL COURSE AT INSTITUTE

Receive Instruction Along Same Lines As at Annapolis

Captain James P. Parker of the national naval volunteers is now in charge of the sixty men in the cadet training school of the first district at the Institute. The men who started work last Monday will receive instruction from naval officers in courses lasting four months similar to those given at Annapolis and leading to a commission as ensign in the Naval Reserve.

The cadets are now quartered in room 2-190, where every effort is being made to imitate living conditions on ship-board. Already the quarters have been nicknamed U. S. S. Newton in honor of the great physicist's name which is inscribed on the pylon containing the section of rooms reserved for the seamen, and the Caf is known as the mess room. Instruction in navigation, charting, signaling and general tactics is being given in the class rooms in building 2, while the larger operations, including the technique of handling large guns and other cumbersome equipment, will be carried on in the mining laboratories. Provision has also been made for practicing seamanship, one cutter already being moored near the Technology landing, while it is expected that several more will be detailed to the Charles River Basin when the men commence their actual work on the water.

The cadet school was the ninth to have been started at the Institute since the entrance of the United States into the war.

BULLETIN NO. 14 JOINT COMMITTEE June 26, 1917.

The Joint Committee desires, in order to keep Technology undergraduates within call, that undergraduates who have taken manufacturing positions during the summer, send notice of their whereabouts and the nature of their work to the Committee office. This applies also to men who have engaged themselves in military training outside the Institute, and to men who have left the Institute and do not intend to return. All these men are urged to forward notice of their activities to the Joint Committee, Room 3-203, Massachusetts Institute of Technology.

TEACH MARINE ENGINEERS

Institute Given Task of Supplying Merchant Steam Men.

The task of supplying first and second engineers for the great steel merchant fleet building under Colonel Goutheux has been given to the Institute by Henry Howard '85, head of the Federal Shipping Board. As its tenth school for war preparation a group of courses will be started July 2 under the direction of Professor E. F. Miller, head of the Mechanical Engineering Department, for the quick training of engineers for ocean-going vessels. Similar courses will be given simultaneously at five other colleges in different parts of the country, Stevens Institute, Hoboken; Tulane University, New Orleans; University of Washington, Seattle; Armour Institute, Chicago, and Case School of Applied Science, Cleveland. The purpose of these new schools is to prepare engineers for the merchant marine that is to be built. It is true

(Continued on page 2)

TECHNIQUE 1919 BOARD HAS SUFFERED HARD WAR LOSSES

Have Created New Office to Cope with Military Situation

Many Institute activities have suffered hard losses from the enlistment of undergraduate members in the national service. Among the most notable of these is Technique 1919, having lost three men from a board numbering twelve. The men on Technique 1919 to leave are E. F. Deacon, former editor-in-chief; J. W. Gibson, institute editor; and A. E. Page, societies editor. To fill the place of editor-in-chief, D. O. Mayer was called from the position of business manager of the book, while J. Riegel was advanced to the position of business manager from that of treasurer.

To fill the remaining positions A. M. McMorrin and G. H. Wiswall, Jr., were elected institute and societies editors respectively. On account of the wartime activity at the Institute, K. S. M. Davidson, who is now second lieutenant in the Sophomore regiment at Machias, was elected military editor of the next

NEW YORK TECHNOLOGY CLUB GIVES AMBULANCE DRIVERS BIG SEND-OFF

Farewell Given at Clubhouse to Men Leaving on Rochambeau This Week

PLAN TECHNOLOGY BUREAU

NEW YORK, N. Y., June 22, 1917—Technology alumni of New York took part last Friday evening in an enthusiastic farewell party in honor of the Institute men who sailed on the steamship Rochambeau for service as ambulance drivers in France. The sendoff took the form of a banquet at the clubhouse of the Technology Club of New York at Gramercy Park. Among the distinguished guests and speakers were, Maurice R. Scharrf '09, head of the Washington Technology Bureau; James P. Munroe '82, of the Institute Corporation; Van Rensselaer Lansing '98, to take charge of the Technology Bureau at Paris; Professor Nettleton, head of the English Department at Sheffield, School at Yale University; I. W. Litchfield '85, field secretary of the Alumni Association; Professor H. G. Pearson, of the English Department at the Institute; Louis Tracy, the novelist; and Mrs. Edward Cunningham, donor of the Institute military camp, "Camp Cunningham." Much light was thrown by the speakers on the plans which have been perfected for Technology's organization abroad, the work of the bureau at Washington, and kindred topics.

Mr. Frank C. Schmitz '95, president of the Technology Club of New York, spoke briefly, announcing that the twenty-five men about to embark for France were to be admitted to membership in the club for the period of the war, and that their names would be posted as a roll of honor in the club. The president turned the meeting over to Mr. Lester D. Gardner '98.

Undergraduate and Alumni Work

Professor Pearson outlined the courses established at the Institute by the Government, combining military training with technical subjects; the work of the Joint Committee in keeping

(Continued on page 3)

NOTICE

An announcement of importance to alumni will be found on Page 3 of this issue.

annual, this office being a new one created to cope with the extraordinary circumstances this year. The position of treasurer will probably be filled by competition next fall, and should any of the men who have left return to the Institute next fall, they will resume their positions the men appointed to succeed them acting as assistant editors upon their return.



Van R LANSINGH '98
Director Technology Bureau

20 MEN OFF TO FRANCE

Leave to Drive Ambulances or Muniton Wagons

Twenty men will leave for ambulance service in France this week on the steamship Rochambeau from New York with the delegations of other colleges sending men to France for the field service. The men who will compose the Technology unit are as follows:

- H. B. Allen '18
- R. M. Allen '16
- D. G. Bradley '18
- F. N. Breed '12
- L. B. Cahill '19
- K. H. Day ex-'17
- D. Ely '18
- E. P. Greismer '20
- I. G. Hall '18
- R. Henderson
- E. V. Holden '18
- F. W. Holmes
- N. Kohlhopf
- F. L. Kline '18
- J. R. Milliken '20
- D. A. Reed, Jr. '18
- G. W. Root '19
- F. B. Smith
- D. G. Tarpley '17
- E. N. Winslow '18



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Alfred N. Pray '18... Editor-in-Chief
Donald D. Way '19... Managing Editor
Augustus P. Farnsworth '19... Circulation Manager

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TUESDAY, JUNE 26, 1917

MOBILIZATION AND THE COLLEGE UNIT

FRIDAY'S was the first of the departures for the battlefield which as time goes on will become a more and more frequent element in Technology life. The present war has given ample evidence that a constant stream of men or material, directed by a centralized organization, is immensely more effective than an ill-directed rush with the reaction which inevitably follows.

WRITING DOWN THE INSTITUTE

WERE we so minded, we could gather from the daily Boston press a quite marvelous aggregation of news items, having as a distinguishing characteristic the celebration of Harvard achievements which are not achieved by Harvard. None have more respect for the achievements of our big neighbor university than we; none take more comfort in them, or would be less likely to belittle. But against the universal misinterpretation of Technology activities as being engineered by Harvard, it is time to protest.

begins to feature the daily news, the limits of journalistic license are far exceeded. Not Technology's recognition, which is sure, but more likely the reputation of the irresponsible newspaper, will suffer from the constant use of the "facile misnomer" which is generally the most fruitful source of newspaper inaccuracy.

"A POSTAL NOW—"

IT is a prime necessity and duty for Technology men, undergraduate and graduate, to add their own training and ability to the sum total of Technology resources available at the Institute's call. The surest and most systematic way for the enlistment of Technology engineers in their appropriate line of service is through registration here with the Joint Committee, unless as experienced graduates in professional work they can place their names on record at Washington. The majority of the men who have left for the summer, wishing to improve the time by gaining professional experience, have entered a shop, mill, factory or yard; in many cases circumstances will prevent their return to the Institute, when there is a tendency for them to lose touch and become completely severed from the Technology associations.

TRAINING MARINE ENGINEERS.

(Continued from page 1)

that marine engineers do not exist in sufficient numbers for the coming ships, but on the other hand there is an abundance of men with practical experience in handling other engines, stationary and locomotive, who, knowing about steam, need only some special courses and some experience to make them competent. Men who already have licenses as steam engineers of one kind or another will be given four weeks of intensive work directed particularly at the needs of marine engines. There will be eight hours of study a day, to include a good deal of laboratory work in the course. Some of the items to be considered will be valve setting, surface condensers, dry-air pumps, boilers, refrigerating machines, air compressors together with simple calculations. Some attention will be given to the strength of materials so that the engineer may be prepared to make quick, off-hand repair of breakages.

Following the studying there will be experience in the engine-rooms of coast-wise steamers and the men will then be ready for well-paid positions in the

U. S. CONTRIBUTION TO WAR WILL BE NEW AIRPLANE TYPE

Theory of "Speed Ahead of All Else" Faulty, Says Navy Man

According to the New York Times, a high officer of the navy, whose work has given him the ranking of an expert, made the confident prediction that the principal contribution of the United States to the Allies' military operations will be in the evolution of an entirely new type of fighting airplane.

This officer, in common with many of his associates in the Navy Department, believes that, not only the Allies, but Germany, too, have worked on a faulty theory in perfecting the aviation arm ever since the war began. This theory is the sacrifice of every other characteristic to speed. As a result of the progress along this one line, the main dependence of aerial fleets now in use is placed in ultra-fast fighting machines, which, despite their armor, are vulnerable to a high degree.

It was declared to be probable that in carrying out the program for the American air service outlined by Chairman H. E. Coffin of the Advisory Committee on Aeronautics of the Council of National Defense a great effort will be expended toward the evolution of an entirely new type of airplane, in which for the first time speed will be sacrificed to weight of broadside and to invulnerability.

It was said to be too soon to attempt to give the concrete specifications of the projected American fighting machine, but the prediction was made that its armament would be as heavy as the one-pounder guns used in the navy.

Such armament, it was stated, would make the American fighting airplane as formidable as a majority of the submarine chasers.

In a statement prepared by Orville Wright, and made public by the Committee on Public Information, the noted aviator tells how he and his brother, the late Willbur Wright, believed that when they made the heavier-than-air machine a success, they had made wars impossible. Mr. Wright said: "If the Allies' armies are equipped with such a number of airplanes as to keep the enemy planes entirely back of the line, so that they are unable to direct gunfire or to observe the movement of the allied troops, it will be possible to end the war."

Orville Wright is now actively engaged in superintending the building of the Big Four Squadron aviation field at Dayton, which is named after his brother, Willbur. The original field on which the Wright brothers developed their first successful machines is located in the middle of the big new Government field.

"When my brother and I built and flew the first man-carrying machine," said Mr. Wright, "we thought that we were introducing into the world an invention which would make further wars practically impossible. That we were not alone in this thought is evidenced by the fact that the French Peace So-

merchant marine fleet, provided they pass the necessary examinations. In the matter of qualifications, the Government, while it holds to requirements of knowledge, has reduced the requirements in the way of experience, recognition being made of the technical schools, whose graduates may get licenses with but six months of actual work in the engine room.

The schools will be directed by Professor E. F. Miller, head of the department of Mechanical Engineering, and the Institute staff will include Messrs. Taft, Ames, Jones, Robinson, Bartlett and Raymond.

low: Some Technology men lack ability to conform to the conditions in which they find themselves in the industrial field and lack tact in their relations toward men of practical experience. A recent graduate has the tendency to feel that his education and his efforts are not fully appreciated and in consequence drifts from a company just at a time when he is becoming most valuable to them. The remarks also include a comment on the ability of the engineer to write clear non-technical English. Dr. Talbot expressed his hope that the practical experience afforded in the XA course would eradicate these unfortunate defects among our graduates.

Professor Noyes spoke briefly on the necessities of maintaining our normal supply of fertilizers and outlined several sources of the potassium and nitrogen compounds with which he had become familiar in his recent trip through the West.

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A. F. Bemis, '93 H. G.
H. W. Waterfall, '11 W. L.
P. McCulloch, '14 P. W.

society presented us with medals on account of our invention. We thought governments would realize the impossibility of winning by surprise attack, and that no country would enter into war with another of equal size when it knew that it would have to win by simply wearing out its enemy.

"Nevertheless, the world finds itself in the greatest war in history. Neither side has been able to win on account of the part the airplane has played. Both sides know exactly what the other is doing. The two sides are apparently nearly equal in aerial equipment, and unless the present conditions can be changed the war will continue for years.

"However, if the Allies' armies are equipped with such a number of airplanes as to keep the enemy planes entirely back of the line, so that they are unable to direct gunfire or to observe the movement of the allied troops—in other words, if the enemy's eyes can be put out—it will be possible to end the war. This is not taking into

account what might be done by bombing German sources of munition supplies, such as Essen, which is only about 150 miles behind the fighting lines. But to end the war quickly and cheaply, the supremacy in the air must be so complete, as to entirely blind the enemy.

THE TECH

is an official bulletin of the Technology Washington Bureau, and will print the bulletins of the Bureau, containing news and information essential to Alumni Mobilization.

Also news of the doings of Technology men at

CAMBRIDGE, MACHIAS AND PLATTSBURG

It will be sent during the summer to any address outside the Boston Postal District for ninety cents, postpaid.

FAREWELL TO TECHNOLOGY UNIT

(Continued from page 1)

undergraduates informed of military developments; the military aspect of the Sophomore camp in Maine; and the work planned for the Juniors who train at the Institute during the summer. Following the exposition of the work of organization among the undergraduates, Mr. Scharff spoke of the Washington Bureau, which in connection with Technology alumni mobilization issues periodical bulletins, giving lists of positions and lines of activity in which trained men are needed. The mobilization at need is facilitated by registration of alumni, classified according to profession and training. This is supplemented by news of the movements of graduates, the work in which they are engaged, and any steps they have taken toward entering national service. Although, according to Mr. Scharff's statement, these bulletins have a circulation of several thousand among alumni, it is hoped to give them even wider currency.

Follow College Men to France

Mr. Lansingh and Professor Nettleton spoke of the work among college men in Europe; the former being in charge of the Technology Bureau in France, and the latter having in charge that of Yale. These bureaus will operate to keep college men in touch with home and conversely to give news of the men abroad to those on this side; also to provide a place which the college man abroad can use as headquarters. Among the measures taken to classify men will be the use of college year-books, with the class pictures they contain, for identifying men of the universities. It is probable that college bureau work will be more or less centralized, the college centres abroad being united and pursuing their work conjointly. Among the plans for supporting the bureau for colleges in France, it has been proposed to establish a University Club of Paris, of which the University Clubs in America will be members and to which they will pay sustaining dues.

During the entertainment of the unit a telephone message was received from President Hibben of Princeton, expressing good wishes for the men and declaring that Princeton would welcome the opportunity to cooperate with other colleges in pursuing administrative work.

Alumni at Washington

Mr. I. W. Litchfield spoke on alumni service to the government, in the organization of which he has been untiring. In the effort to render available for the country's needs the training of Technology men, a questionnaire was prepared by the Alumni Committee of 28 men organized to push the mobilization. Over 4000 answers from the Institute alumni, among whom the questionnaire was circulated, were received and tabulated. As a further definite result of this work, the questionnaire was adopted as a standard form for registering professional men by the government.

Although any great expansion in the personnel of military units has been held up awaiting the necessary legislation of Congress, the Alumni Committee on Mobilization of Technology's Re-

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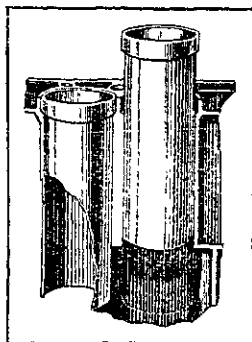
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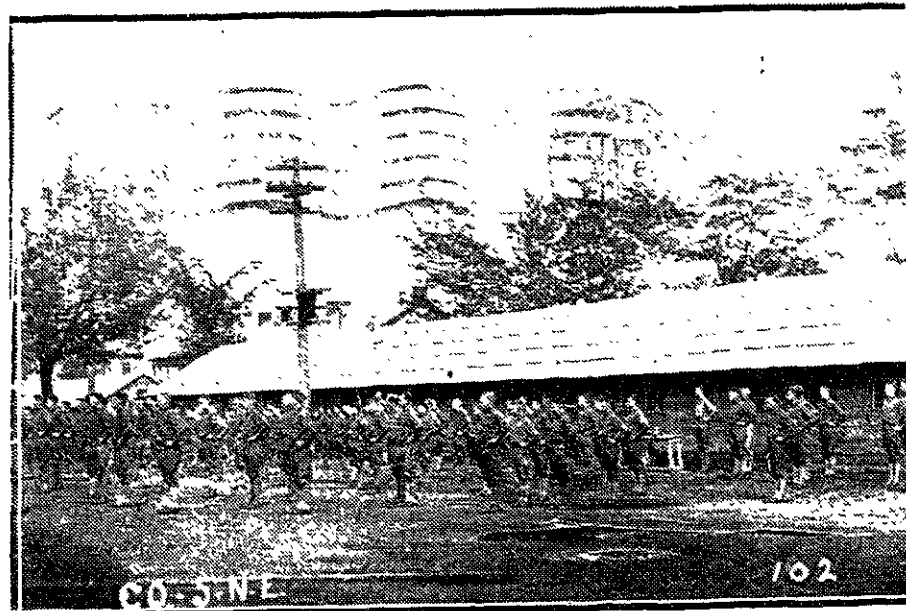
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Plattsburg Men Scattered Now



PLATTSBURG PHOTO WHICH PASSED CENSOR

The above postcard was received from one of the loyal Technology men at Plattsburg and is a photograph of Company Five. By this time the unit is probably split up, the men enrolled in the infantry remaining on the shores

of Lake Champlain, while the ordnance and cavalry reserve officers having been transferred to Fort Ethan Allen and other training camps for the final specialized work before they receive their commissions as lieutenants.

FIFTY ACRES ADDED TO MADISON BARRACKS CAMP

New Land Will Make N. Y. Training Place Uncle Sam's Largest

SACKETT HARBOR, N. Y., June 23 —It was announced here today that plans have been completed by the department of the East of the United States Army for doubling the capacity of the reserve officers training camp at Madison Barracks. According to statements, arrangements have been made for leasing fifty acres to the north and west of the present site, which with the land already occupied, will make Madison Barracks one of Uncle Sam's largest training places for young officers.

Madison Barracks is where students from the colleges in New York State are being sent to train for reserve officerships. The new land is deemed most suitable for the training of the four student batteries of field artillery by the battalion of New York State Field Artillery already ordered there. The reserve ordnance students are now quartered in the old camp and will remain there for the present, making daily trips to the new site for instruction.

Twenty-three of the students at Madison Barracks who have been here for five weeks studying for commissions in the infantry, cavalry, and field artillery were notified today that their applications for service in the aviation corps had been accepted. These men were notified today to report at the Government aviation camp at Ithaca on Monday.

PUT FINISHING TOUCHES ON INSTITUTE FLAGPOLES

Shafts Stand for American Ideals, Says President Maclaurin

The finishing touches are being put on the two flagpoles in DuPont and Lowell Courts which were presented to the Institute by the classes of '85 and '92. The formal acceptance of the gifts was made by President Maclaurin during the graduation exercises two weeks ago, but riggers and jacks have been at work on the shafts regularly during the past week, fitting them with lightning conductors and applying the coat of paint. The ceremonies of flag-raising is performed every morning by the cadets in the Naval Reserve training school at the Institute.

Thursday and Friday of last week work of painting the flagpole was suspended that the colors might be flown at half-mast in tribute to ex-President of the Institute Crafts, whose decease was recently announced.

President Maclaurin's speech of acceptance follows:

"In the name of the Corporation of the Institute, I accept the gift of the classes of '85 and '92. May they stand for generations to come not only as tokens of the generous loyalty of the two classes, but as a reminder to future classes of the paramount duty of unselfish devotion to the Commonwealth of Massachusetts, the United States of America, and the ideals which they represent."

SOPHS AT CAMP IN MAINE

(Continued from page 1)

no strenuous work was ordered Tuesday afternoon.

On account of the recent rains which deluged the vicinity of East Machias, work on the barracks for the Technology company had been delayed, tents having been erected as temporary quarters for the student soldiers. The work on the wooden structures, however, is being rushed to completion and the men expect to occupy the more comfortable bunks shortly. The wetness of the

weather had turned the drill field which is situated on low ground, into a second Gardner's Lake, and work was immediately commenced clearing another drill ground on a place affording better drainage.

When Camp Cunningham is complete no feature for the comfort of the men will be lacking, shower baths being already built while a power plant is building under the direction of Captain A. S. Smith, Superintendent of Buildings and Power at the Institute, which when completed will furnish the barracks with electric light. The site of the station has been surveyed and levelled and the excavation nearly completed. A narrow clearing is being cut through the thick brush of the woods near the camp site, for the rifle range where every man will take his turn at the target, while other privates mark in the butts. It is hoped that every man at Camp Cunningham will qualify as a mark-man.

A day at Camp Cunningham is a busy one for the private, work being provided for from 6.15 o'clock in the morning to Taps at 9.45 at night. The complete itinerary for the day according to the camp bulletin number one is as follows:

6.15	First Call
6.30	Reveille
7.00	Mess
8.00	Morning Drill
11.30	Recall
12.00	Mess
1.30	Afternoon Drill
4.30	Recall
5.45	Retreat
6.00	Mess
9.15	Quarters
9.30	Tattoo
9.45	Taps

All the duties in the camp are being performed by the students even to kitchen police, which is usually heartily detested by the soldier as it is handed out to privates as a disciplinary measure. Different squads go on police duty every day, and do not have the regular routine drill, but help on the construction of the power plant, the barracks and the rifle range, which is being built under Ordnance Officer A. E. Tuttle.

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 THE SERVICE

The drilling of the ducted along the adopted by the govern serve officers' training burg, Madison Barrack. The enlisted men an their squads each ma moral for some part of the men have become the drill, a private ma called out of the rank of the whole company, each man gets a chaf officer.

Up to today there gaized athletics exce tie but according to the general staff sev. will be held during t skores of Gardner's L will probably be for A water sports ca planned though there swimming in the coi lake.

The officers and staff given in the followi number two.

The following orga officers has been perfe operative from this da Chief of Staff Lieu Adjutant Lieut. Quartermaster Lieut. Ordnance Officer Lie Technical and Eng Captain Wr Lieut. DeMe Lieut. Clark Lieut. Lower Lieut. David

lows: Some Technology men lack ability to conform to the conditions in which they find themselves in the industrial field and lack tact in their relations toward men of practical experience. A recent graduate has the tendency to feel that his education and his efforts are not fully appreciated and in consequence drifts from a company just at a time when he is becoming most valuable to them." The remarks also include a comment on the ability of the engineer to write clear non-technical English. Dr. Talbot expressed his hope that the practical experience afforded in the XA course would eradicate these unfortunate defects among our graduates.

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