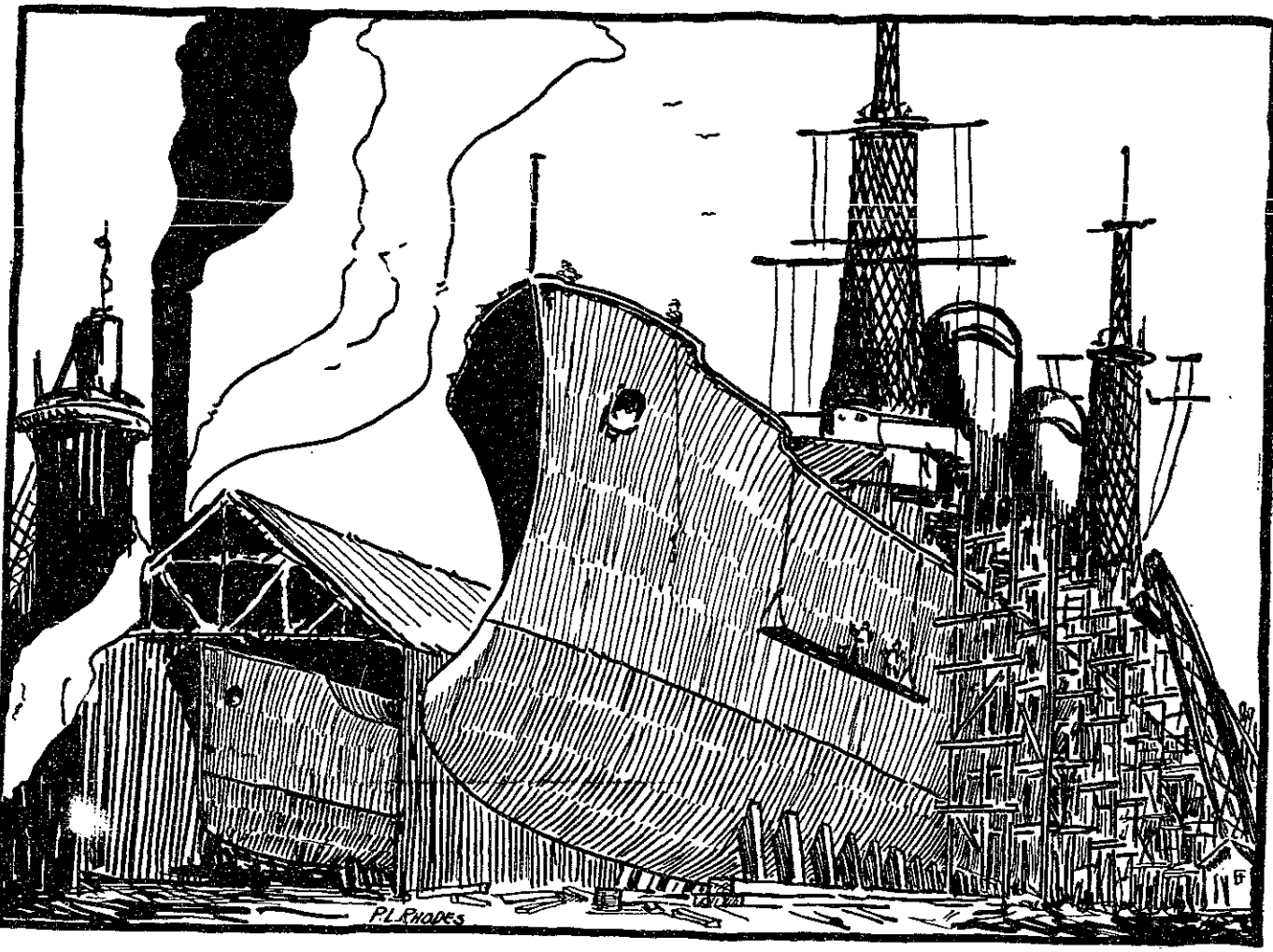


MANY UNDERGRADUATES TO SERVE COUNTRY BY WORKING IN SHIPYARDS DURING SUMMER

WHERE TECHNOLOGY MEN WILL WORK THIS SUMMER



M. I. T. VS. CORNELL

Institute Track Team in Meet With Cornell Today

The Institute track team under Coach Frank Canaly, left Boston Thursday for Ithaca to take part in a dual meet with Cornell University today. A full team will represent Technology, although Coach Kanaly is doubtful of the result because of the weakness of the team in the field events. He will depend upon Bossert and Orman in the sprints, the former having won both against the Naval Aviation team last Saturday with the latter second in each. Junod was third in the Century, and Newton in the 220, and both will make the trip. Bossert's times were 10 1-5 and 23 3-5, and he has won all his starts this year. P. Scott, in the 440-yard dash, also has won all his races, doing 54 4-5 Saturday. Probably Bawden and Dyke will also run this event. McCarien, anchor man on the winning team at the Penn Relay Carnival, will be Technology's dependence in the half mile, with Westland his running mate. Captain Herzog has defeated all his competitors in the mile and Halfacre will give any one a good race in the two-mile.

Some track followers look to Mills to break the Technology record in the high hurdles, with Sheldon to back him up. Mills ran the event in 16 1-5 last Saturday, with Sheldon third. Mills also ran the low hurdles which he won in 23 3-5.

Technology has the hardest proposition in the field events, and not many points are expected. Ash and Pierce have been high-jumping in good form, while Sneldon is the only man liable to place in the pole-vault. In the broad jump Pierce and Junod may place. Technology is weak in the hammer and shot, but Kellar is picked to win the discus. He has been throwing 120 feet consistently.

The entries are as follows:
100 and 200 Yards Dashes.
M. I. T.—Bossert, Junod, Orman
Cornell—Clemishaw, Coltman, Mayer,
Robinson, Shackleton, Swartz

(Continued on page 2)

\$45,000 HAS BEEN SUBSCRIBED FOR LIBERTY LOAN CAMPAIGN

Subscriptions Coming In Rapidly—Cam- paign Closes Today.

Bursar Horace S. Ford reports that to the present date \$45,000 has been subscribed to the Technology Third Liberty Loan Fund, through his office. This figure shows a large increase over the previous report, but does not represent the final figures of the campaign at the Institute, which closes today. Subscriptions have been coming in rapidly in the last few days, and from present indications the final results will show a much more marked increase than those announced in the past.

As a result of Bursar Ford's request to all activities, through THE TECH, three more names have been added to the Honor Roll posted in the main lobby of the Institute. The full list is as follows: Civil Engineering Society, Chemical Society, Corporation XV, Aero Club, Technology Minstrels, The Undergraduate Reserve Trust Fund. The last mentioned fund was invested by the Finance Committee of the Institute Committee, as recently reported.

In order to provide means for taking care of the bonds thus bought, the chairman of the Institute Committee was authorized to establish an Undergraduate Reserve Trust Fund with Bursar Ford as trustee. The title to bonds deposited to this fund will remain with the purchaser, to whom the interest will be paid by the trustee. In addition, arrangements may be made to borrow money from the fund for temporary use or to sell the bonds in case of necessity.

Bonds for the Third Liberty Loan will be in the following denominations: 50, 100, 500, 1,000, 5,000, 10,000 dollars. They are issued for ten years at 4 1-4 per cent non-convertible, and are not subject to call. Coupons will be payable September 15 and March 15.

Payments are to be made as follows: 5 per cent when application is made; 2 per cent May 28; 35 per cent July 18; 40 per cent August 15. Bonds up to \$10,000, if paid for in full at time of application, will be delivered within about one week.

The Cambridge allotment is \$3,451,000. However, if any students wish to

(Continued on page 3)

GUYNEMER FUND

Campaign on May 9 For French "Ace" Killed in Action

Next week Thursday, May 9, a campaign will be conducted by a committee composed of L. Williams, Oscar Mayer, and Scott Wells, for subscriptions to a fund for erecting a monument in the town of Compiegne, France to the celebrated French aviator, Georges Guynemer, who was recently killed in action. The subscription will be a small one, but every man in the Institute will be expected to do his share, if only to uphold the reputation of the Institute in competition with other colleges, which are all very active in this matter.

The spirit which is shown in this campaign is undoubtedly the most important consideration. The subscriptions are ridiculously small, being only twenty-five cents, but the attitude shown in this matter by the college men of America will mean a good deal to the people in the little town of Compiegne, where the "Ace of aces" spent most of his short life. The present instance might well be compared with the time when the people of France presented the people of America with the Statue of Liberty. That famous monument was given as a token of the sympathy of the French republic for the newly formed United States of America. We are giving our quarters in token of our admiration for a man whose name will always be a by-word in households the world over. Assuming that every Technology student is proud to maintain the good standing of the Institute, let no exceptions be made to the general rule that "every man do his bit."

Watch next Wednesday's TECH for further details in this matter.

HISTORY LECTURE

The speaker for the freshman class in history on Saturday, May 4, is Professor E. D. Adams of the Department of History of Leland Stanford, Jr., University. His special field of study is the relation between the United States and England, and it is on this subject that he will address the class.

Arrangements Made Whereby at Least 250 Students of Institute May Spend Vacation by Helping to Build World's Greatest Fleet

WILL RECEIVE GOOD PAY

"Next to active military service, there is no way in which Technology students may aid the United States so much as for Institute students desiring work this summer to get employment in one of the various shipyards," is the stirring appeal made by Mr. Frank McKibbon to the students at a war convocation held last Wednesday. "Our allies are calling for more men and more supplies, and we have them both ready and waiting, but what we need is ships to take them to the front where they will help put down the conflict against democracy and justice. In this summer work you must not look for high wages or an easy job but an opportunity to help the United States in its greatest and most critical time of need." If the spirit shown at the convocation may be taken as an example of the enthusiasm which the Institute will show in the call for ship yard workers, Mr. McKibbon's appeal will bring a goodly number of men out for the work.

President Maclaurin was to have presided at the convocation but was unable to attend, his place being filled by Professor Pearson in charge of the English department. Professor Peabody, head of the Naval Architectural course, who has done considerable work in connection with the campaign to get student workmen, was the first speaker. When the idea was first proposed, during the winter, he traveled to many of the eastern shipyards and endeavored to find out the attitude of the shipbuilding concerns toward the idea; and these efforts resulted directly in action taken by the emergency Fleet Corporation, of which Mr. McKibbon is a member. In co-operation with Professor Peabody, the Institute Committee appointed a special committee to look after any developments arising out of the plans. This committee has arranged and had printed enrollment and physical examination blanks which have been distributed to the undergraduates. At the convocation Kenneth Ried '18 explained the work which the committee has done and the purpose of introducing the summer work. "All those men who are not actively engaged in the Engineer Corps during the summer could not help their country better than by working in the shipyards," is the slogan of the committee.

Professor Peabody stated that in previous years Technology students have worked at several of the older shipbuilding plants and the reputation which they have obtained there has been the very best. He told of the two divisions of the work open to the students: namely, that of a machinist, requiring some previous knowledge as to the handling of machine tools, and shipfitters helper, whose work would consist of putting together interior fittings and other general work about the new ship.

In regard to the question of housing the students at the various yards, the ship corporations have offered to place the men in buildings under their administration, or, where numbers deem it advisable, to place them in barracks constructed for such a purpose. If the men are required to join a union, Professor Peabody said that this would present no difficulty to them. The shipyards need men immediately, and five of them are willing to take fifty men each, making a minimum of two hundred and fifty men that can be used to advantage, with prospects of using many more men in the same or other yards. The men may sign up to work for any number of weeks at any one of the following shipyards: New York Ship Building Company, Camden, N. J.; Lake Torpedo Company, Bridgeport, Ct.; Cramp and Sons, Philadelphia, Pa.; Fore River, Mass.; Chester Ship Building Company, Chester, Pa.; Bath Iron works, Bath, Maine; Hog Island Yard, Philadelphia, Pa. The Technology Committee on Shipyard Employment has its headquarters at room 10-203, and any circulars or information may be obtain-

ed there at any time during the day. The wages which will be paid vary in the different yards and also according to the work which is to be done, and range between thirty and forty cents an hour, the length of day varying from eight to ten hours. This may seem to be small at first for hard work but when the accommodations are taken into account it will appear more satisfactory. It is not, however the purpose of earning a lot of money which should inspire the students to work, but rather each man's patriotic duty to the United States in this time of need. Professor Peabody himself worked for fifteen cents an hour some years ago for a similar purpose and has always been proud of the fact. His closing words were: "It is no question that we need ships to take our men to Europe and to keep them in food and supplies while they are over there. We can only do it by building more ships and building them faster, which of necessity requires more men. Are you going to help your country or are you going to be a slacker and help the effort to defeat democracy?"

Professor Pearson then introduced Mr. Frank McKibbon, of the United States Shipping Board, who is now actively engaged as a lecturer for the Emergency Fleet Corporation. He has traveled to all the various shipyards scattered throughout the country and has inspected the work which is being done there. At the opening of his address he appealed to the students to regard the war situation as it really was, Germany, launching the biggest drive in the war, England in dire straits for men and war materials. "This country has the men and it has the guns and foodstuffs but it has not got the ships to convey them to the front. Airplanes, those instruments of war which have been considered by authorities as the deciding factor of this world war, must be transported to Europe by ships. If our great army were in Europe they must be constantly supplied with food and clothing. Ships are necessary for victory, and a sufficient supply of men as the only way of obtaining them. There were few shipyards in the United States when we entered the war, but they have been built in record time. All that is really lacking is the men. "Will the students of Technology look at this appeal askance, and dodge the great issue at hand, or will they hold up the great name of their Institution and lend a hand in this campaign?" is the question which we must consider.

To give an idea of the demand for ships it may well be said that to supply our army in France it would require seventy ships to be loading all the time at American ports, seventy to be unloading at European ports, and four-hundred and twenty to be crossing the Atlantic each way, continually. Allowing a loss by disaster of six ships per week, it would require in the vi-

(Continued on page 3)

The Tech

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Although communications may be published unsigned if so requested, the name of the writer must in every case be submitted to the editor. The Tech assumes no responsibility, however, for the facts as stated nor for the opinions expressed.

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

K. Roman '20.....Night Editor

SATURDAY, MAY 4, 1918

SHIPS AND THE WAR

THAT Institute men are greatly interested in ship building was clearly shown by the large number who attended Professor McKibbin's comprehensive lecture on the subject Wednesday noon.

The three most important problems of the United States in its conduct of the war are, first the organization of production at home; second the training of an enormous army, and last and most difficult, the construction of ships. Without great numbers of ships, all our efforts in production and military work will be of no avail in our struggle for Democracy. They must form a veritable bridge from fresh America to exhausted Europe.

Money is plentiful enough for the construction of ships, but all the money in the world cannot build a single ship without the co-operation of labor, and therein lies the principal obstacle in the way of the successful production of ships. The army requirements for men are given first place, as is right, but the removal of skilled workmen from divers industries frequently places those industries in a bad plight.

Ship building is one of our newest manufacturing operations on a large scale and requires primarily men who are skilled in metal and wood working at a time when they can least be spared from their ordinary vocations. Men new to the work must be trained and this consumes valuable time, therefore college men who have had some practice in the handling of tools will be of great assistance to the ship builders during the summer. The financial remuneration, which is exceptionally high for manual labor, should be an added inducement to the student, while the experience gained by personal contact with the labor element of the country will be of considerable value in later years. But above the questions of pay and experience stands out preeminent the one of patriotism.

Technology men have been granted the privilege of enlisting in the Engineers Reserve and remaining to finish their college courses. In return, it is only fair and right that they should devote their summer vacation toward aiding the prosecution of the war, and the best opportunity for so doing is by their personal assistance in the ship yards. American talk of being in this war whole-heartedly will account for little with our Allies unless we back it up with our enormous resources. Men of Technology; here is your chance to "do your bit" and sustain to the fullest extent the pledges of the United States government to the Allied nations!

SEVERAL very interesting conclusions may be drawn from the recent Y. M. C. A. Conference, but perhaps one of the most vital ones concerns the making of our reputation for hospitality, for which fact at least two reasons can be advanced. The first of these is that the character of the work at the Institute is such that the student's time is taken up to a far greater extent than in other colleges and universities in this part of the country. Then too, our facilities for entertaining are limited, our dormitories small, our fraternity houses scattered over two cities, and our student body made up largely of commuters. But in spite of these drawbacks the affair was a complete success. Sixty men were entertained and as many more could have been accommodated here. Technology made a reputation as a host over night, and we are proud to say a favorable one.

The last day to subscribe to the Third Liberty Loan! How about the comfort of your friends and relatives "over there?" If you want the war to end as soon as possible you must lend the government every single penny that you can spare.

COMMUNICATION.

To the Editor of The Tech:
In a recent number of The Tech there appeared a communication from a popular member of the instructing staff, in which he decries the behavior of the undergraduate audience at the afternoon performance of the Tech Show with regard to their lack of co-operative enthusiasm. But is the criticism properly directed? Everyone who was present at the matinee performance at the Boston Opera House will recall that the cheering was introduced by somebody or other, who, appearing on the stage with a formal, "Ladies and gentlemen, we will now endeavor to amuse you with a Tech cheer, etc.," called for a regular cheer. The response could not have been anything but weak and ineffective, as the formality of the announcement, together with the raising of the absorbing question, "Who is supposed to amuse whom?" were sufficient to dampen the natural spontaneity of a college cheer. Compare this introduction of the sudden appearance of another somebody in "Not a Chance," last year, who with a brusque but energetic, "A regular M. I. T. Everybody up! One, two, three, etc." All the men shouting just as if they had no fair companions with them at all. Why, the men were on their last 'Techno'logy' before they realized what it was all about. If our professor is of the opinion that Tech men ought to be too scientific to be susceptible to psychological impulse there is further defense in the possibility that the men, realizing that they were in the finest theatre in the city, responded with a mild cheer, fully confident that the acoustic properties of the auditorium would do the rest. At any rate, it would seem to be best never formally to announce a cheer unless you are a college president, for then you can get a record breaking one of the York type.

Very truly yours,
Victor Davidson '19.

E. C. SAWYER '18 KILLED IN ACTION IN FRANCE

News was received last week of the death of Enus C. Sawyer '18, who has been serving in France with Battery A of the 101st Field Artillery. Sawyer died on April 21, as the result of wounds received in action. He enlisted in May, 1916, while a junior at the Institute and was sent to France last September with one of the first units to be sent abroad. Although Sawyer was unknown to many of his classmates because of the small part he took in activities, nevertheless he was liked and respected by those who knew him.

M. I. T. VS. CORNELL

(Continued from page 1)

440 Yards Dash.

M. I. T.—Bardes, Bawden, Dyke, Hennessy, Ormon, P. Scott, Westland, Boserst.

Cornell—Abreu, Clemminshaw, Coltman, Gilman, Herrick, Mayer, Robinson, W. Smith, Swartz.

880 Cards Run.

M. I. T.—Bardes, Bawden, Herzog, Hennessy, McCaren, Westland, Halfacre. Cornell—Abreu, Presser, Eddy, Finn, Fortier, Gilman, Houston, Mayer, Wells.

Mile Run.

M. I. T.—Bardes, Bradley, Brickett, Dorr, Halfacre, Herzog, McCarten, MacMahon, Stone, Westland.

Cornell—Eddy, Finn, Hasselback, Hiscock, Houston, Huber, Dresser, Maynard, Peck, Robinson, Seeback, Stanton.

Two-Mile Run.

M. I. T.—Brickett, Carpenter, Dorr, Halfacre, Herzog, Jenney, MacMahon, Stone.

Cornell—Dresser, Hiscock, Huber, Huber, Maynard, Peck, Stear, Spencer, Stanton, Seelback.

High Hurdles.

M. I. T.—Hurley, Mills, Sheldon, Brickett.

Cornell—Bickford, Clemminshaw, Elsas, Pratt, Stone, W. Smith, D. C. Smith.

Low Hurdles.

M. I. T.—Hurley, Mills, Sheldon, Brickett.

Cornell—Bickford, Clemminshaw, Elsas, Heartfield, Pratt, Stone, W. Smith.

High Jump.

M. I. T.—Ash, Fletcher, Pierce. Cornell—Finkernagel, Myers, Pratt, Stone, D. C. Smith.

Pole Vault.

M. I. T.—Fletcher, Sheldon, Wood. Cornell—Grigson, Felter, Leonard, McDonnell, Stone.

Broad Jump.

M. I. T.—Ash, Pierce. Cornell—Felter, Heartfield, Myers, Shackleton, Stone, W. Smith.

Hammer Throw.

M. I. T.—Ash, Kellar. Cornell—Bangs, Harris, Quail, Probridge.

Shotput.

M. I. T.—Ash, Kellar. Cornell—Bangs, Finn, Harris, Sutton, Probridge.

Discus.

M. I. T.—Ash, Kellar. Cornell—Probridge, Bangs, Sutton, Harris, Finn.

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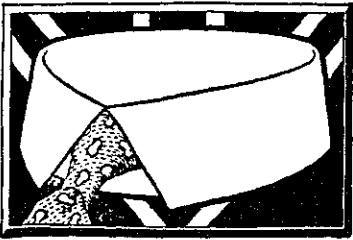
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MEN TO WORK IN SHIPYARDS

(Continued from page 1)

city of thirteen hundred ships to be continually in operation to feed, clothe and supply our army in France. To supply this enormous demand for ships it can easily be seen that the services of thousands upon thousands of workmen will be required in the shipyards. This is an appeal which must surely be felt by every true American.

The question might arise in the minds of some people what the object is of sending all these men to France to be shot, why should we Americans suffer when the safety of our own country does not seem to be in immediate danger? We should do what we are doing and do it gladly many times over, for not only is France, a nation which we love and honor, in the greatest of all possible dangers; but the thing which we love most of all, our democracy is greatly at stake. This is clearly shown by the actions and even open publications of the great and powerful whose motto is domination over the whole world. Otto Tannenber, an ardent supporter of this league, drew maps and wrote extensive articles on the future size of the German Empire after the war. The most striking map of all shows the German rule extending from the North Sea to the Persian Gulf in Asia, and includes the lower half of South America, Holland and its possessions, Belgium, and all the southern European countries which are now in control of the Germans. With this threat staring the people of the United States in the face, are they going to ignore all appeals and wait for further events, or will they pitch in and do their bit before it is too late? Democracy is at stake and ships must certainly prove to be a great factor in its preservation.

To fulfill the demands of the country, or even of the world, to supply ships the country must build six million tons of shipping this year, of which five million are steam vessels. The government has made excellent progress already, for contracts have been let for over seven hundred steel ships and five hundred wooden and composite ships. To show the enormous increase in the production of shipping since our entrance into the war, a comparison may be made between the year 1914 and 1917. In the whole year of 1914 there was produced in the United States 200,000 tons of shipping, while in 1917 the output was twenty-five times as much. In April of 1918 the same amount of shipping was built as in the whole year of 1914. This increase is not nearly sufficient to meet the demands of the army in France, for to do this we must build at least fourteen ships each week.

In the steel ships the most important and delicate part of the work is the riveting, for the joints must be watertight and able to resist the full pressure of the sea water in the severest storms. Estimating each ten thousand ton ship to require at least six hundred and fifty million rivets, these fourteen ships per week will require six and a half million rivets to be driven every seven days. At first it may seem as though this great number of rivets would tax the resources of this country, but the real problem, here as above, is men to drive the rivets. Riveting is by nature a slow process, but if a quicker method can be found for connecting the steel plates satisfactorily, it will shorten this war by at least two years.

To show the progress made in the shipyards themselves, Hog Island may be taken as an excellent example. The place which was formerly but a mud flat now has a capacity of fifty ships at one time. Another yard is situated on a spot which had four feet of water over it last Fall. A concrete ship has already been launched from a yard in the west which was not started until the last part of 1917.

The requirement for men in the shipyards is the greatest problem with which the government has had to compete. Hog Island alone requires thirty thousand men of the various trades. Probably the most difficult, yet most attractive because of its paying qualities is the riveting work. Authentic reports from the shipyards show that one riveter earned one hundred and seventy-five dollars for one week's work. The average pay ranges from forty to one hundred dollars a week for the head of the riveting gangs and thirty-one cents up for the assistants and apprentices.

Mr. McKibbin ended his address with the stirring appeal: "Do your duty to your country, if not by actual military service at least by lending your services to a worthy cause—the cause of democracy and justice."

After the lecture Mr. McKibbin gave an illustrated talk on the different types of shipping in the United States and abroad. At first he described the plans of the Germans as stated above and showed in a slide the vastness and completeness of their plans. Then he showed some vivid pictures of ships

which had been torpedoed and the success of watertight bulkheads in preventing a total destruction of the ships. Here he showed the necessity for good accurate work by the riveters, thousands of dollars depending upon the success of their operations. A picture of a German submarine in its war paint was also shown. The camouflage paint on the English cruisers has a very peculiar effect, which is almost entirely complete in its ability to conceal the vessel of war.

The English have placed great faith in their standardized ships, but even with this apparent advantage in speed, the so-called American "fabricated" ships are being built in a shorter time than the British ones.

The speaker mentioned the fact that there has been considerable stir about the reports that the unions were opposing the shipyards but this is chiefly foolish talk for the men are well treated receive high wages, and have made no union protests to amount to anything.

Some slides were shown of launchings of various ships in this country and in Norway. On the Atlantic coast the ships are launched stern foremost, whereas on the Pacific coast and in Norway this operation is carried on sideways. Probably the most peculiar type of launching is to be seen in putting concrete ships upon the water. These ships are frequently built upside down, for the pouring of the concrete is made much easier by this system; and the ship launched into the water in this position. The ship is so constructed as to right itself automatically, taking about twenty minutes to turn over into its upright position. Concrete ships form another solution to the shipping problem, but as yet they are still undeveloped. The "Faith," a new concrete ship which was built in this country is over four hundred feet long and has a capacity of over ten thousand tons.

Mr. McKibbin then showed slides of the Suez and Panama Canals and other waterways which have their effect in this war, and also some feats which this country has done in shipping and salvage work. The final words of the speaker were: "The United States has done great things in this war, but the issue now at hand is can we finish those ships in time?"

LIBERTY LOAN

(Continued from page 1)

purchase bonds and have them credited to their home city. They may do so through the Bursar's office.

As has been stated, subscriptions at the Bursar's office will not be accepted after today, and all students or activities who intend to purchase bonds should file their applications at once.

HUNTINGTON DEFEATS FRESHMAN CREW BY BOAT LENGTH

The freshman crew opened its season last Wednesday afternoon, when it rowed Huntington School and was defeated by a boat length after a close race. The crews started at the Cottage Farm bridge and finished just above Harvard bridge. The course is about three-quarters of a mile long. The freshmen took the lead at the start, but were overtaken after covering a third of the distance. Huntington held the lead for a short time, but dropped back to second place when her No. 2 oarsman "caught a crab," and at the finish again took the lead and won by a length. Although this was the first race for both the crews, each rowed well in spite of the fact that the water was choppy and the shells shipped a good deal of water.

The judges were P. Manning, of Huntington, and A. W. Stevens of Technology. The crews were as follows:

Freshmen: 1, Haskell; 2, Kiaer; 3, Jakobson; 4, Thulman (capt.); Cox., T. O. M. Davidson.

Huntington: 1, D. Grant; 2, S. Mahaffey; 3, J. Hemingway; T. E. Kigen (capt.); Cox., C. S. James.

NO SHOW DINNER THIS YEAR.

It has been the custom in the past for the management of the Tech Show to give an annual dinner for all those connected with the performances. This year, however, those in charge adopted a true patriotic policy to give as much as possible for the University Union in Paris. Therefore there will be no show dinner this year, which will increase the amount given to this worthy cause.

ART COMPETITION FOR TECHNIQUE CLOSES MAY 8

The Technique Art Competition which is now being conducted by the 1920 Technique Board, in order to fill the position of art editor is scheduled to close Wednesday, May 8, at 5 o'clock. No drawings will be received after this date, so the Board urges all who intend to hand in drawings to do so at once.

Candidates should either hand their work in at the Technique office or leave it with Muller at 43 Rogers, Art Editor of the 1919 Technique.

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From steel discs 42 inches in diameter this press is forming the seamless steel cylinders used by the Prest-O-Lite Company for retaining dissolved acetylene.

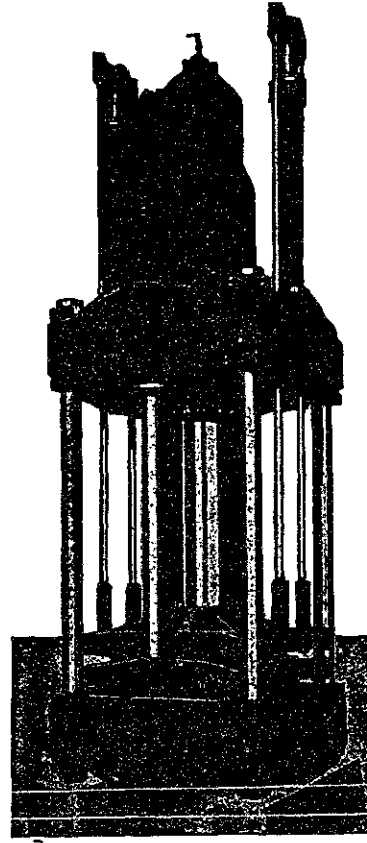
The designing of this press marks a rather pronounced development in the utility of hydraulic presses as the difficulties to be overcome were numerous.

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This press has two sets of auxiliary cylinders. One set returns the main pressure ram when the drawing or cupping operation is completed. The other set operates the blank holder which grips the steel disc as it is forced downward into the cup forming die located in the ring of the lower platen.

A mandrel is attached to the upper and movable platen for forcing the metal through the cup forming female die to the hole in the lower platen of the press. As the pressure required to move the mandrel increases, the gripping effect of the blank holder also increases, thus preventing the formation of wrinkles. In this manner the mandrel is forced downward and the metal gradually slips from the blank holder until the entire piece is formed into a cup and falls through the hole below to the base.

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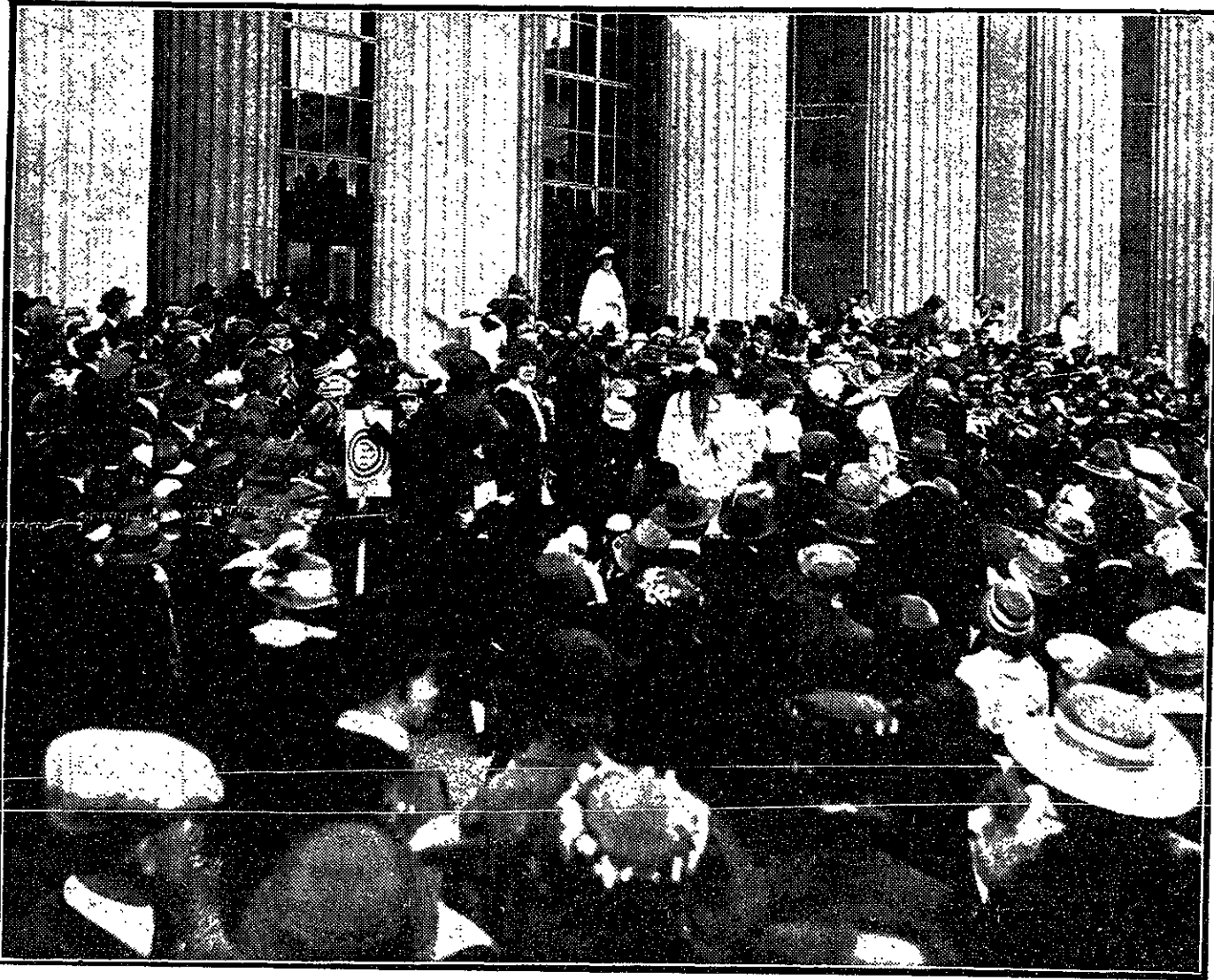
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THIRD DORM DANCE

To Be Held Tonight at Eight O'clock in Walker Memorial

Tonight at 8 o'clock the Third Dormitory Dance of the year will be held in the main hall of the Walker Memorial. The committee in charge has completed every detail and is sure that tonight's affair will far surpass all previous ones in excellence.

The tickets, which have been on sale during the past week, are one dollar, admitting a couple. Only a hundred and seventy-five tickets are on sale, and the majority of these have already been sold. The few remaining tickets can be obtained by applying to any member of the dance committee.

Those in attendance at the dance are assured of fine music through the engagement of the well known Sheppard's Orchestra. The revised program calls for sixteen instead of fourteen dances all of them being much better than those of the last similar dance, according to the management. The dance will last from 8 o'clock to 11:45. The proceeds from the dance are to be given to the support of the baseball teams which have been organized at the dormitories.

The dance committee wishes to impress upon the student body of the Institute and the men of the Government schools quartered at Technology that the dormitory dances are not limited to the students in the dormitories or to students at the Institute, but are for outsiders as well. Besides providing a good time, it is the aim of the affairs to give everybody a chance to get acquainted.

It has been announced that Professor and Mrs. Hudson, and Professor and Mrs. Bigelow will be the chaperons.

Following is a list of the men on the dance committee and their rooms at the dormitories: William Barron '20, N-302; H. J. Daube '19, H-202; R. E. Luce '21, H-401; Paul Swasey '19, H-401; Murray Whitaker '20, H-103. Those desiring to obtain tickets should see any of the above men at the dormitories indicated. The interest shown in tonight's affair as indicated by the sale of tickets makes it imperative that those who have failed to procure tickets should do so at once or miss a good time.

TECHNOLOGY TENNIS TEAM LOSES TO STRONG YALE FOUR

Institute Team Trims Trinity Contingent But Falls Before Ely Stars.

After defeating Trinity by an overwhelming score last Friday afternoon the tennis team went on to New Haven where they were swamped on Saturday by Yale's team which is considered to be the best that has represented that college in the last ten years. Although contesting every match very bitterly the Technology representatives were forced to acknowledge the superiority of the Yale netmen when all six matches were lost.

Of the six matches four were singles and two doubles, every match being won by two straight sets. Of the singles the contest between Wei '18 and "Chuck" Garland was the hardest fought, Garland taking two straight sets 6-4, 6-4. Garland is national intercollegiate singles champion and has recently been touring the country with such stars as Molla Bjurstedt, Miss Browne of California and many others appearing in matches for the benefit of the Red Cross. He was formerly national junior champion.

The best doubles was between Hamill and Coffin for Yale and Kimball and Barron for Technology the final score being 6-4; 9-7. The result indicates the closeness of the match and the second set shows with what vigor the Institute men opposed their opponents even until the last minute.

In the second game of singles Kimball was defeated by Captain Hopkins of the Yale team 6-0; 6-4, and in the third game Wyrer '19 was overcome by Simmons 6-4; 6-0; and in the fourth and final game of singles Barron lost to Banks 6-2; 6-4.

In the first doubles Wei '19 and Wyrer

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'19 were defeated by Hopkins and Simmons 6-2; 6-3.

After the games had been concluded Wei was elected captain to take the place of Wyrer who has entered the service. Coincident with the announcement of the election Manager Kimball has also announced a new system for ranking the players at the Institute after much endeavor to find a system which would be successful as well as fair to all.

At present the players are ranked as follows: Wei, first; Kimball, second; Barron, third; and fourth and fifth places to be assigned shortly between Sherman and Beattie. Manager Kimball proposes to have five ranking players at all times. Thus if any one wants to challenge one of the ranking players he must challenge the one at the bottom of the list that is fifth place, and defeat him before he can challenge number four. From this it can be seen that only number two can challenge number one and only number three can challenge number two and similarly for the other positions.

The time which must elapse between challenges has not been determined yet but it will depend altogether upon the showings made by the man and the number of times he has already challenged the man above him. It is not probable that a ranking player will have to accept more than one challenge a week or possibly two, it depending altogether upon the position that he holds. Thus number five will be challenged many more times than number one.



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