

## ADVANCE THE DATE OF TECHNIQUE RUSH

Decide to Hold Rush on April 16 Instead of 17 as Was Planned — Gives Participants 24 Hours' Grace

### CALL CANDIDATES FOR BAND

The date of Technique Rush has been changed to April 16, in view of the fact that the extra day will give those participating in the carnage a greater chance to attend the Junior Prom, Winter Concert and Tech Show in a somewhat respectable looking manner. Even this twenty-four hours allowance will in most cases, however, not be enough time for the victims to fully recover their eyesight, arms, legs, or whatever other portion of their anatomy that they may have been deprived of in the struggle. Since the present freshman class has over six hundred students, most of whom are able bodied, as was evinced by their stirring antics and pranks in the streets and subways of Boston immediately after their entrance into the Institute, there should be more participants in the rush this year than ever before. The corresponding increase in casualties will therefore necessitate a larger number of ambulances, stretchers and first aid nurses. These last are expected to increase the number of wounded and mangled students, seeking for kind medical and other aid, many times in excess of previous years.

The freshmen have been required to take military drill and calisthenics throughout the year and have as yet had no real opportunity to show the great advantages derived from these muscle-producing exercises, but Technique Rush will offer them an excellent chance to show their physical ability. Whether the class as a whole has decided to capture the books and distribute them among themselves or whether the separate companies will go into the field is still in the dark, but at any rate the men of 1921 will be prominent in the field of battle. The men of the advanced military organizations will also have an opportunity to come out near the top in consideration of their recent bayonet work in the great court.

The call for candidates for the Technique band will be made about three days before the rush and those who intend to play are warned not to practice before that time for fear that they may become stale and not able to keep up the good name of the band.

Technique 1919 will be distributed immediately after the rush at the office in the main body.

### TECHNOLOGY REGIMENTS WILL NOT MARCH IN APRIL 6 PARADE

Major Edwin T. Cole, U. S. A., Professor of Military Science at the Institute, has announced that Technology students will not march in the "National Win the War Day" parade, which is to be held in Boston today. This decision was reached after a conference with President Maclaurin last Wednesday.

Technology will be represented in the mammoth parade by about 900 of the men in the Army and Navy Aviation Schools now quartered at the Institute. It was partly due to the fact that these men would march that the President decided not to have the Technology Regiments in line, for the men of the Government schools will use much of the equipment that would otherwise have been used by the student regiments.

The local parade is in celebration of the first anniversary of the entry of the United States in the war. Similar celebrations are being held all over the country, inasmuch as April 6 has also been designated as the opening day of the third Liberty Loan drive. The National Committee of Patriotic Societies has worked out the plans for the day, and the officials in charge estimate that there will be over 40,000 people in line. Arrangements have been made to have sixty bands in the procession.

### PROM PAYMENTS MUST BE PAID TODAY IN LOBBY

Management Reticent Concerning Many Features of Annual Affair.

As a result of the sign-up campaign held in March for the Junior Prom, two hundred and fifty tickets have been sold for the affair. In addition to this there are more than twenty-five on the waiting list. From the interest shown by the undergraduates, the Prom promises to be as great a success as it has been in former years, in spite of the existing conditions.

The Junior Prom will be held the evening of April 19 at the Copley-Plaza. There will be dancing from nine until four o'clock. The music is to be furnished by Bert Lowe's Orchestra of twenty pieces. Besides the dance numbers, the musical program will contain several features from this and last year's Tech Show, among the numbers from this year's Show being "Drifting" by E. P. Collins, '18, and W. T. Hedlund, '20. Supper will be served in the Grill Room at twelve o'clock.

Many of the special features of this year's Prom have not yet been decided upon, but the details of them will be printed in The Tech as soon as they are announced. Among the features under consideration are the giving of a dancing exhibition given by professionals, the favors which are to be distributed, and certain "stunts," concerning which the men in charge have been very reticent in giving information.

The final payment of five dollars on the tickets is due today and must be paid or the tickets will be forfeited. Payments for sign-ups can be made from one to two o'clock today in the main lobby. The tickets will be issued during the first part of Junior Week.

Announcement has been made that all fraternities or large groups desiring to sit together at the supper should communicate with C. W. Drew, '19, 104 Charles River Road, who will make the necessary reservations. No attention will be paid to such requests unless they are received by five o'clock Wednesday, April 10.

## CHEMICAL SOCIETY

### Homer Albers, Dean of B. U., to Address Gathering Tuesday

The next meeting of the Chemical Society, which is to be held Tuesday night in room 2-190, will be addressed by Mr. Homer Albers, Dean of the Law School of Boston University. The definite title of the Dean's talk has not been announced as yet and probably will not be made known until the night of the address, but the officers of the Society are of the opinion that he will tell principally of his various experiences as a Dean.

The position of Dean in any school carries with it quite a number of unique experiences, as can be attested to by our own Dean, and it is certain that the speaker's talk will be very interesting. Aside from his position as Dean, Mr. Albers enjoys the enviable reputation of being an excellent and interesting speaker. It is possible that the speaker will give a few sidelights on Chemistry, owing to the prominence that it has received in the war, but many speakers have already given lengthy talks on this subject, so the members are in hopes that the Dean will tell of his personal experiences rather than the intricate details of Chemistry.

As the members of the Society are going to take a trip to the New England Gas and Coke Works sometime in the near future, the officers have considered it advisable to have a representative from the plant at the meeting Tuesday to tell them something of the general working of the plant. His talk will be short, but will give the students enough general information to prepare them for a more detailed inspection, which will take place about April 12.

The meeting is to be held in room 2-190 and will start at 7.30 sharp. The meeting is to be thrown open to the entire student body, as so much interest is being taken in the meetings by the entire student body. This action on the part of the officers will be received very favorably by the students inasmuch as past meetings of the Society which have been opened to the student body have been well attended. In fact, they have been so well attended that a record for attendance was established at the last "War Meeting" of the Society.

## TRACK MEET TO BE HELD WITH HARVARD

Prospects Favorable for Institute Victory—Men Training Hard —C. W. Drew '19 Appointed Manager of Track Team

### MEET SCHEDULED FOR MAY 10

The Technology track team is now scheduled to compete with Harvard in a dual meet in the Stadium one week after the meet with Cornell. This is the third one with a major college that has been arranged this year. This meet promises to be one of the best and most closely contested on the schedule. The Harvard team will not be an informal one, nor will it represent the R. O. T. C. but a varsity organization representing Harvard. The status of the Harvard team is not as yet known completely, for Harvard has not been competing in intercollegiate circles with an organized team for nearly two years. Nevertheless, the Harvard coach always puts out winning teams and promises to live up to his reputation this season.

Coach Jack Moakley of Cornell recently made the statement that Technology had one of the strongest track teams in the East. Although the high jump is the only field event in which Technology excels, it is especially strong in the distance and mid-distance races, therefore the Institute boasts of a well-balanced team. Halfacre, the two-mile champion of New England, is picked by many enthusiasts to break the record in that event this season. Captain Herzog has been doing consistent work in the mile and half-mile. McCarten, although he has not been up to his usual form for the last two weeks, is now back into stride and is expected to be better than ever. Bawden, the former Phillips-Exeter runner, is in excellent shape for the meet.

This is one of the most important meets of the year and it is hoped that the students will, as far as possible, attend the meet in a body. The contest will take place in the Stadium and the team should be backed by the student body and shown some organized spirit.

C. W. Drew, '19, has been appointed manager of the track team to succeed C. H. Talcott, who has been called to the Naval Aviation.

### FINAL SELECTIONS MADE IN TECH SHOW BALLET

With the final selection of the ballet, all the positions on the Show have now been filled. One of the two leading parts of the ballet, that of the old witch, is taken by Philip S. Brown '20, who was in last year's ballet. The other leading part, that of the princess, is taken by Victor Dixon '18, who is a Russian and has had previous dancing experience. The parts of the six nymphs are taken by Waldo Ames '21, L. Willis Bugbee, Jr. '21, W. L. Claffin '20, John W. Friery '18, Ralph R. Lewis '21, and Eaton Webber '19, respectively. On the whole the ballet has shown fair progress and has bright prospects for the future. As previously stated, the ballet will be used to open the third act of the Show and consequently will have Mr. Barnes' garden as a background. The scene of the ballet is laid in the early morning.

In this connection it is interesting to know that the scenery for the first act is almost complete, while the scenes for the last two acts are well under way. All the scenery will be ready for the dress rehearsal a week from Sunday, at which time the lighting effects will be first tried out. Those who have seen the scenery are highly pleased with its progress and general working out, although they decline to give any further information until the dress rehearsal, when all will be made known. The poster has now returned from the printer's and very shortly it will be seen on the bill-boards, or in windows.

The ticket sale is progressing, so those who have not yet sent in their application should do so at once. It has been announced that the show would take no ushers from here to Northampton, the management freshmen assistants filling out where the regular ushers are not sufficient. Probably no ushers will be needed in Boston or Somerville.

### MAJOR GUY LOWELL '94 GETS ITALIAN MEDAL FOR BRAVERY

American Ambulance Service Chief Honored by Duke of Aosta

An impressive military ceremony took place Sunday, March 31, at the Italian Army Headquarters of Northern Italy, when the medal of valor was conferred upon Major Guy Lowell '94, two other American Red Cross officers and General Delmay Radcliffe of the British Army in Italy. The medals were given by the Duke of Aosta, commanding the Third Italian Army, which is now holding the Piave front. In addition to the medals for bravery, enameled crosses bearing the arms of the House of Savoy were awarded to the Americans as personal souvenirs of the Third Army.

The medals were awarded for conspicuous bravery during an aerial bombardment of the city of Padua, when Maj. Lowell "careless of his own safety directed operations calmly" according to the official citation.

The ceremony was held on a vast plain near the Piave River, where 10,000 infantrymen, cavalry and artillery men were assembled. As the Duke conferred the medals, American and Italian bands played the American National anthem.

Major Guy Lowell was born in Boston on August 6, 1870, and spent the early part of his life in the vicinity of the Hub. He received his degree of A. B. from Harvard University in 1892, and his degree of B. S. from Technology in 1894. While at the Institute he gave a course of lectures on landscape architecture from 1900 to 1913 at the Institute. He was a Boston architect for many years, among his works being the plans of Boston Museum of Fine Arts.

The other Americans who were decorated are Capt. Charles Carroll and Capt. Blackstone Wilkins.

## COSMOPOLITAN CLUB

### Chinese Night to Be Held This Evening in Walker

Judging from the sale of tickets during the past week, Chinese Night, which is scheduled to be held in the Walker Memorial tonight at 7.45, under the auspices of the Cosmopolitan Club, is sure to be a great success as far as attendance is concerned. This is probably due to the uniqueness of the program as well as the dance which is to follow the entertainment. The officers of the club declare that the dance will compare favorably with any that has been held this year at the Institute and the sale of tickets seems to bear out this statement.

The number of Chinese attending the Institute during the past few years has compared favorably with the number attending any other college in the United States and the quality of the men always insures an entertainment of the highest class when they have the stage. This has proved to be the case in recent years when Chinese night has been held by the Club and its popularity seems destined to continue.

Immediately following the entertainment, refreshments peculiar to China will be served. These include odd items such as sesame and lichee, and various dried fruits and confectionery which have no equivalent names in English, but which are vouched for nevertheless by the Americanized Orientals.

The chairman of the evening is Sung Sing Kwan '19 of Tsientin, and he has prepared a very interesting program. It will include solos on the Chinese Yung Kum or harp by Ki Ke Chun '20 of Shanghai; duets on flute and guitar

(Continued on page 4)

### PROF. COOLIDGE TO LECTURE

Professor Coolidge of Harvard University will address the freshman history classes this morning in room 10-250. Professor Coolidge is one of the country's foremost historians and the author of the textbook used by the classes, "The United States as a World Power." He will give a brief outline of the book and also discuss the subject of the competition for colonial possessions during the last thirty years.

## WAR TALKS FEATURE THE CORP. XV SMOKER

Henry J. Horn '88 and Professor Carver of Harvard Speak on Phases of War Time Work—Elect Secretary

### OVER FORTY PRESENT

Last Thursday evening, in the Walker Memorial, Corporation XV held a meeting, which took the form of a smoker, at which forty students of Course XV were present. The only business brought before the organization was the election of L. J. Goldstein '19 to fill the office of secretary made vacant by the resignation of W. C. Wilson '18.

Following the short business meeting, addresses were delivered by Professor Carver of Harvard University and Mr. Henry J. Horn, a graduate of Technology with the class of 1888. Both of these men have attained national prominence and are fully capable of giving interesting and valuable information on respective professions.

Professor Carver spoke on the "Essential and Non-Essential Industries in War Time." The speaker has made an extensive study of the existing conditions and told the members what he considered to be necessary for the successful prosecution of the great struggle now in progress. He sought to impress upon those present the importance of their profession, as it figures prominently in warfare and industry and may even be considered to form the basis of them.

Mr. Horn gave an interesting and enlightening address concerning his experience as a member of the American Red Cross Mission to Russia, and on which he served in the capacity of vice-chairman of the United States Railroad Commission. He told of the railroad, food and sanitary conditions in Russia, the land of many opportunities for the engineer. Mr. Horn also believes that after the present war, engineers will be in great demand in Russia and that Technology men are particularly well fitted to make the vast and varied resources of so large a country available for international benefit.

Perhaps the most significant problem that presents itself to the engineer, is that of transportation, because of the fact that there are very few railroad lines and those that are in operation are extremely inefficient. Russia is so vast a country that the value of the resources do not become evident. Once the railroad problem is solved it will be possible to transport the numerous products, particularly grain, minerals and leather, to the seacoast towns and from whence they may be exported to other countries. Russia itself is not able to derive the full benefit of its own resources with the railroad system in the present condition. Increasing the transportation facilities will at the same time develop the agricultural occupations.

Another phase of the work of "reclaiming Russia" are the problems which confront the sanitary engineer which probably are more important than any others. It follows, therefore, that all of the other branches of engineering will be called upon to put Russia in a position of international importance.

After the addresses a musical entertainment was given, and following this refreshments and smokes were served.

### CALENDAR

- Saturday, April 6, 1918
- 2 P. M. Cast rehearsal in the pavilion.
- 4 P. M. Ballet rehearsal in the Emma Rogers Room.
- Sunday, April 7, 1918
- 9 A. M. Combined cast, chorus and orchestra rehearsal at the Boston Opera House.
- Tuesday, April 9, 1918
- 7 P. M. Ballet rehearsal at N. E. Conservatory of Music.

# The Tech

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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

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

SATURDAY, APRIL 6, 1918

## THE TECH SHOW

Now that applications for the Tech Show tickets have been sent out, we begin to realize how close the big event of the year is drawing, and we look forward with growing interest and curiosity to the time when the performance, "Let 'Er Go," will be staged.

That the theaters will be crowded is a foregone conclusion, as there is added to the usual interest the inducement that all proceeds are to go to the American University Union. All persons attending will have that comfortable feeling that they are enjoying a good show, and at the same time are helping out a most worthy cause.

We urge everyone who is not planning to attend to reconsider the matter, as passing a Junior Week without seeing the Tech Show is like attending a banquet without eating.

## TEXT BOOKS

"It is absolutely necessary that I have copies of 'Machine Work' by Professor Smith and also copies of his two other books. I have one of the books at home and I wish you would send to him and see about getting the others. I must instruct my men and there is no better guide than these books; I have tanks to repair and need Professor Haven's new book on Applied Mechanics. Please rush those books right along."

So writes a Technology graduate of the class of 1916 who completed the course in Mechanical Engineering. He long ago entered military service, and with the rank of first lieutenant has been assigned to matters along his old line of study in school.

It is gratifying to know that books written by our Institute professors hold so high a position in the estimation of our graduates, but on the other hand, is it not somewhat to be regretted that men become so accustomed to one book that all others seem inconvenient to him? There are times when it would be impossible to obtain the same book used in college, and if the engineer cannot immediately use to best advantage and with great efficiency the book at hand he may find his work slowing up.

We suggest that students do not depend too much on the text book required, but acquaint themselves with the arrangement and contents of books by other authors on the subject in question. This will not only give them new and perhaps clearer ideas on various points, but will enable them to use one reference book as readily as another.

Although under certain circumstances we might pardon actions tending toward childishness when the perpetrators are freshmen, there are no plausible excuses for upperclassmen who continue such actions. We are referring to the conduct of the Sophomores who have their lockers in the basement of building 4. Students who wish to enjoy their lunches are unable to do so because they are prevented by the continual onslaught of missiles of varied sizes and shapes. An occasional visitor would be surprised at the conduct of the students. We, however, do not mean to imply that at lunch hour there should not be a certain amount of relaxation on the part of the students, but we do not consider the locker rooms a fitting place for Technology students to conduct themselves like children.

Spring is here now, and the grounds are no longer covered with snow and ice; therefore, keep off the grass.

The Technology Branch Barber Shop is open. Do you need a hair cut?

## COMMUNICATION

Santa Barbara, California,  
March 29, 1918.

To the Editor Tech:—

There seems to be a periodical recurrence at Technology not only among the students, but also among a certain part of the teaching and governing bodies, of a tendency to regard some studies as unnecessary burdens, and consumers of valuable time and energy, because their direct bearing upon the particular professional specialty the student has in view, is not evident.

Take it from an old grad, these things are not simply frills. They are often the most valuable and necessary part of the course and the things he is least likely to get after he leaves school. If he is to get beyond the grade of a minor employee in his profession the English language is one of his most necessary tools, for which he will find constant use in the convincing presentation of his plans and ideas. Let him not neglect any opportunity to polish and sharpen it.

A mind in which facts and thoughts are jumbled and disconnected, and the reliability of each, and its true relation to others but doubtfully known, will have hard work to formulate well considered and clean cut plans, lacking nothing essential to success, and free from unnecessary impediments. Nothing is better to clarify and discipline the habit of thought, than a course in formal logic. I remember the course given to my class by Professor Howison, as one of the best things in all our four weeks work, and have always been thankful that I got through before this course was judged unnecessary, and was soon afterwards pruned away. Submission to discipline, simply for discipline's sake, always comes hard to average human nature, but the soldier who lacks precision and promptness of movement, or the aspirant for athletic honors who comes to the field, soft and untrained, is no worse prepared for success and honor, than the contestant for professional preferment who has resented and neglected hard mental discipline.

If a man with a well trained mind finds himself lacking in some line of information or some method of work, he has little difficulty in finding what he wants, and a few hours study makes him master of it and such a man is fit and able to steer his own course, and become a leader, while one whose mind is less sure of itself will always have to rely upon others for safety, and must needs be only a follower.

Finally the professional man is a citizen like everybody else, and more and more, with the development of scientific methods in public affairs, he is called upon to advise and lead his fellow citizens in their decision of public questions. If he is not to be a blind leader of the blind, he needs some knowledge of the experience of the world as recorded in general history, and familiarity with the essential principles of political economy. Many a municipal engineer goes down to defeat because of a lack of these apparently unprofessional supports of his work. And let no man make any mistake; it is just as essential for his own personal satisfaction in life, as well as any degree of professional success, that he should be an educated gentleman, as he be a master of the binomial theorem or the use of the slide-rule.

JOHN B. HENCK, '76.

## MERCHANT MARINE STUDENTS ARE PHOTOGRAPHED AT WORK

The men studying to become deck officers and engineers for the Merchant Marine were photographed last week at their work in the class room, in the engine room, on the banks of the Charles River taking sun observations, and finally in a general group on the Institute steps. The ages of these men vary from nineteen to sixty years, while their experience extends from two to twenty years.

The classes in navigation have been in constant session since June of last year. Men are coming and going every week, but the period of training for any one man is from five to six weeks. There has been a constant attendance of about forty men, and over three hundred have graduated and received licenses.

In the engineering department, the school lasts just a month and the classes are about the same size. There have been eight sessions of this school here at Technology.

There are about thirty free navigation schools similar to the one at the Institute on the different coasts, and they are all training officers for the Merchant Marine.

There are nine engineering schools training engineers. The number of deck officers who have already graduated from these schools is over three thousand and the number of engineers over one thousand.

It is these schools that are making it possible for the Shipping Board to officer their new vessels with American citizens.

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## IF We Win

THIS WILL BE THE LAST WAR

## IF WE LOSE

—It will be but the beginning of wars upon wars, a holocaust with slaughter, famine and unspeakable horrors. The issue is plain. It is up to you. Either sacrifice now or make the supreme sacrifice later.

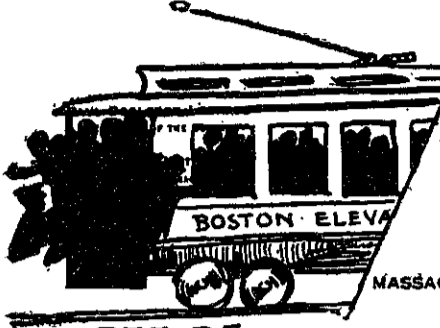
SAVE NOW, BY PLAN, TO BUY

## Third Liberty Bonds

Liberty Loan Committee of New England

Liberty Building, Boston

## Editorial In The Tech Causes Improvement of The Mass. Ave. Car Service



**BEFORE**

FRIDAY, FEBRUARY 15, 1918

**OUR CAR SERVICE**

**T**HE car service of the Boston Elevated has always been the object of much criticism among students of Technology, especially the service between the hours of 8.45 and 9 a.m. The Elevated has taken some steps to remedy the existing conditions, and there is still much congestion, however, and many students have been late to their classes owing either to the lack of cars or to the overcrowded condition of those that did come. If shuttle cars could be run between Boylston Street and Central Square during the quarter hour preceding 9 o'clock it would accommodate a large number of students and would better the running time of the through cars from Harvard Square and Dudley Street.

We also suggest that a car start at the Institute buildings at 1.05 daily and convey across the river the large number of students who lunch in Boston. After the heatless Mondays are a thing of the past, and the Saturday's schedule is again in vogue at Technology, several cars, run three minutes apart, would help greatly to accommodate the crowds of students who close their day at Technology. They could board a car. We are sure, if the Boston Elevated will act on some of these suggestions, the company will find it greatly to its advantage and would then be able to collect all the fares, and do away with the saying "Why walk across the bridge when you can ride free?"

Mr. Matthew C. Brush,  
Boston Elevated,  
101 Milk St. Boston, Mass.

Dear Sir:

We are enclosing an editorial of THE TECH. We think that editorial would greatly relieve the going and coming from Technology.

The condition at Central Square and at Massachusetts Station in the morning is often such that students are compelled to wait so long for a car which is not overcrowded that they are late to their classes. At noontime and at the close of school on Saturdays, the cars leaving the Institute are always crowded to such an extent that the conductor is rarely able to collect the fares until after the subway station is reached. Also many students have had to wait twenty-five to thirty minutes for a car with even standing room.

We feel that a shuttle car from Central Square to Boylston Street would relieve conditions in the morning, and that a couple of cars run from Riverbank Court at the time suggested in the editorial would help the noon rush and the Saturday rush. At present the Saturday schedules are in effect Monday, and the same crowd accumulates at five o'clock Monday as will ordinarily collect at one o'clock on Saturday. A couple of cars run at that time until the heatless Mondays are passed would be of benefit both to the students and the company.

We are offering the enclosed with the hope that you will find it possible to think that it will be to our mutual benefit.

Boston, Mass., February 20, 1918

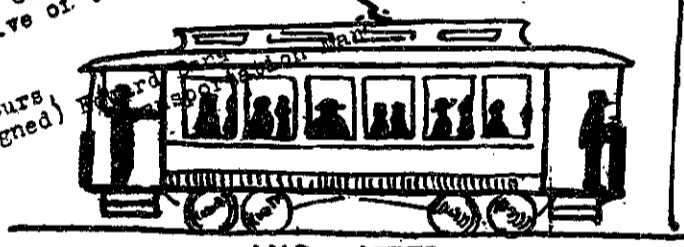
Mr. Homer V. Howes,  
The Tech Vol. XXXVII,  
Mass. Institute of Tech.,  
Boston, Mass.

Dear Sir:

I wish to acknowledge receipt of your letter of February 19, calling attention to car service to the Institute of Technology

I thank you for writing me in connection with the matter and will have a representative of the Company see you and go over the matter.

Very truly yours,  
(Signed)



**AND AFTER.**

The crowded conditions of the street cars on the Massachusetts Avenue line which reached a climax in their unbearable conditions during the early part of February owing to the weather conditions and the lack of a sufficient number of cars in service has been remedied recently by the Elevated Company through the medium of an editorial appearing in the issue of The Tech on February 15th. Not only was there a lack of cars on the line, but also those that were in service were hardly ever on time and became bunched in groups, often as many as four and five in succession coming within a few minutes' time.

Such conditions as these not only placed the public at an inconvenience in making waiting an absolute necessity, but even caused many Technology students to be late to their classes. This not only happened once but became a recurrent event. Particularly bad was the connections at the Massachusetts Avenue station. There was always a crowd of people waiting there to catch a car and when one did come it was already loaded to over-capacity and a few of the brave souls dared to risk their lives by clinging to the rear end or riding on the fender. The others were either compelled to wait for the next car or walk across the bridge. The majority preferred to take the latter way.

Realizing the immediate necessity of remedying these conditions, the editorial staff of The Tech at once took the matter up with the officials of the Elevated Company with regard to placing more cars in service. The plan as outlined above in the letter to the latter was suggested as a possible solution to the problem. This involved the use of shuttle cars from either Central Square to Boylston or from Riverbank Court to Boylston Station, making use of the crossover on Massachusetts Avenue in front of the Institute. This enables the car to run over the bridge from Boston and turn around for the return trip at the Institute instead of having to go on as far as Harvard Square.

The officials of the company received the suggestion in the form of the editorial as shown above and decided to take immediate action to remedy the trouble. At once a service of one regular car every four minutes was inaugurated and between the hours of 8.30 and 9.00 in the morning and 4.45 and 5.30 in the evening shuttle cars are run every three minutes. This enables one to catch a car at least without waiting five minutes and sometimes in a shorter period owing to the time at which the individual is waiting for the car.

bunched, but it is practically impossible to avoid this and everyone is more than satisfied to get the better service that they are now receiving. One peculiarity on the part of the people seems to work against the advantage of having the extra cars. This is the desire of every person to get on the first car that comes along, regardless of the number that may be immediately following, even if several are in sight and others are scheduled to come by immediately. This is due, no doubt, to the habit acquired in the days gone by when one had to take a chance of waiting perhaps twenty minutes if the first car was missed. Conditions are different now, as is evinced by the drawings in the cut above, and the officials of the company have suggested that the people have a little patience and not all try to board the first car. This will be best for everyone concerned and will avoid having the occupants of the first car ruffled in mind as well as in temper owing to the crowded conditions.

This is only one case in which an editorial appearing in The Tech has done much towards alleviating a particular situation. Such accomplishments towards the protection of the student body places Technology on an individual basis relying upon its own power for its own protection and accepting all favors with thanks.

**TECHNOLOGY MEN IN SERVICE**

The official Technical War Service Auxiliary Bulletin for April which has just been issued shows that twenty-five of the Technology men in service have been specially commended for bravery for the Croix de Guerre and many other medals for unusual bravery and gallantry. The total number of men in service has been increased materially, and several deaths have occurred since the last bulletin was issued. Within the last few days the deaths of Lieuts.



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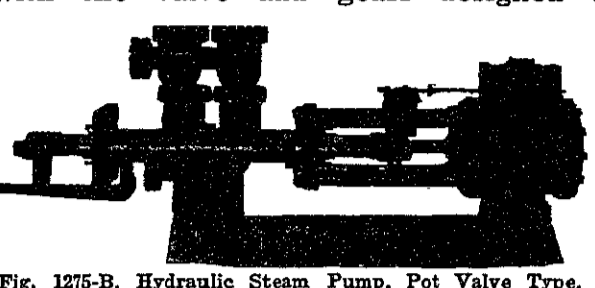


Fig. 1275-B, Hydraulic Steam Pump, Pot Valve Type.





Fig. 908, Hydraulic Steam Pump with Open Hearth Cast Steel and Forged Steel Water Cylinders. Steam cylinders are 9 in. to 30 in. diameter. Water plungers 7-8 in. to 5 in. diameters.

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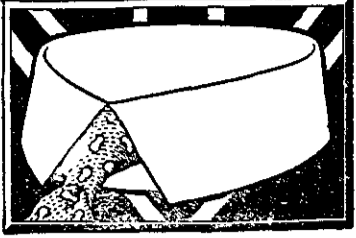
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**HOLD FRESHMAN BASEBALL MEETING IN THE CAF**

**O'Hearn Appointed Captain of the Team—Schedule Arranged**

The first freshman baseball meeting was held in the Caf last Tuesday, at which Edward O'Hearn was appointed temporary captain and William Murphy as manager. The team will start practice next week on the Technology field, and all junior and senior freshmen are urged to come out. It is hoped that all candidates will report at once so that the team may be organized as quickly as possible. Numerals will be awarded.

A week from today the team will meet Saint Marks School in a practice game at Southboro. Brookline High is not to have a team this year and Manager Murphy is making negotiations to take over their schedule. If this is successful the freshmen will have a very attractive and a very hard schedule.

No men stand out as stars yet, but in a large class there is bound to be some very good material. Blackman, who pitched for Watertown High, will probably take the mound against St. Marks next Saturday.

### WELLESLEY AND TECHNOLOGY MUSICAL CLUBS IN CONCERT

On Saturday evening next (April 6) in the Assembly Hall at Fort Devens the musical clubs of Wellesley College and Technology will do their bit for the soldier boy by giving a joint concert of popular as well as classical interest. From the North station the combined clubs, numbering in all more than one hundred students, will entrain for Ayer, where they will be cared for by the Y. M. C. A., which will look after transportation to the camp and furnish guides for an inspection of the military activities. The headquarters of the group will be the Hostess House, where dinner will be served at five o'clock, and this will allow time for the finishing touches to the dresses before the concert, which will begin promptly at six-fifteen. The company will be due in Boston by nine-thirty.

The concert will be given to the soldiers without cost, the clubs tendering their talents gratis and caring themselves for their various items of expense. They will be the guests of E Company, 301st Engineers. The programme will be much the same as at the recent very successful concert at Wellesley, from which the beneficiary, the Red Cross, will receive very nearly five hundred dollars. Not forgetting the place of honor for the Star Spangled Banner, the two groups of singers will compliment one another by "Sing of the Rocks and Shore" by Miss Corliss, a Wellesley girl, and Litchfield's rollicking "Take Me Back to Tech," while later the Wellesley women will give the "Winter Song" of Fred Field Bullard, a graduate of the M. I. T., whose "Stein Song" is almost universally known. Following a varied programme the Alma Maters of the two colleges will close the evening.

The leader of the Wellesley singers is Miss Alice Paton '18, of New York City, and of the Technology Club, Percy C. Carr '18, of Lawrence.

### PROF. SWAIN OF INSTITUTE HONORED BY WESTERN COLLEGE

Univ. of California Confers Degree of LL.D. Upon M. I. T. Professor

Professor George F. Swain '77 of the Institute staff has returned to the Institute from the western part of the country after having been honored twice, the first being the conferring of the degree of LL. D. by the University of California, the other the distinction of having been the first engineer to deliver before the University one of the Hitchcock lectures.

The occasion was that of the semi-centennial of the University with a week of gaiety and literary occasions, and incidental to this was the conferring on the final day of fourteen honorary degrees upon distinguished men, nine of them presidents of universities or learned societies. The phrase accompanying the degree to Professor Swain was, "Fulfilling in maturity the promise of a straightforward youth, engineer, teacher, public servant." The Hitchcock lectures are supported by an endowment of ten thousand dollars, and for his subject Professor Swain selected, "Some general principles and disputed points in the Valuation of Public Utility Corporations."

Professor Swain is a West Coast man, having been born in San Francisco. He graduated from the Institute with the class of 1877, and after studies abroad at the Royal Polytechnic, Berlin, he returned to this country and undertook the hydraulic work for the tenth Census. He then returned to the Institute as instructor and since that time with the exception of five years has been a member of its instructing force. He was successively instructor, assistant professor, associate professor and professor.

In 1888 he was made Hayward Professor of Civil Engineering, and was in charge of the department of Civil Engineering, a position which he retained till in 1909 he accepted the chair of Civil Engineering in the Graduate School of Applied Science, Harvard. With the agreement for co-operation between Harvard and Technology he was named Gordon McKay Professor of Civil Engineering in the co-operative courses with his office at the Institute. He has been the consulting railway engineer for a number of public boards, was a member of the Boston Transit Commission, and has been identified with many engineering works, and the appraisal of many railway enterprises. He has written a number of important works on hydraulics and construction.

### TECHNOLOGY MEN IN SERVICE

(Continued from page 3.)

John G. Kelley '14, and T. Cushman Nathan '20 have been reported, but the circumstances surrounding the death of the latter have not yet been made known. It is possible that in a short time full details will clear up the conflicting reports received in this country as to his death.

Many students have recently become

engaged in special government work such as chemistry, into which branch quite a few Seniors have entered during the past two weeks. These men are not counted in the total list as the list is intended to include only those in the regular military service.

Following are the statistics concerning Technology men in service as given by the Bulletin:

Men in Service	2070
In Foreign Service	463
Aviation	331
Navy	398
Officers	1303
Officers Training Corps	170
Inspectors of Instructors	54
Ambulance, Red Cross, etc.	50
(A. E. F.)	
Specially commended	25
(Croix de Guerre, etc.)	
Deaths	24

### COSMOPOLITAN CLUB

(Continued from page 1)

by Kwei Lun Hsueh '18, a graduate student, and F. Yeh; Chinese shuttlecock by K. K. Chun; Chinese magic by Mr. Yeh and a vocal quartette in English, in which the artists will be, Miss E. L. Tong of Wellesley, Miss Anna Chiu of Radcliffe, Homer Ling of Amoy and Benjamin Chiu, a student at Harvard.

The finale of the program will be a sketch in English, book by S. S. Kwan, presenting a Chinese school. This is sure to be a feature of the evening, inasmuch as the actions of the Chinese students can be so sharply contrasted with our own days in the preparatory and grammar schools.

A dance will follow the entertainment and this is sure to be up to the standard of the last dance given by the Club. Tickets are now on sale at the Coop, or may either be obtained from the officers of the Club or at the door on the night of the entertainment.

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