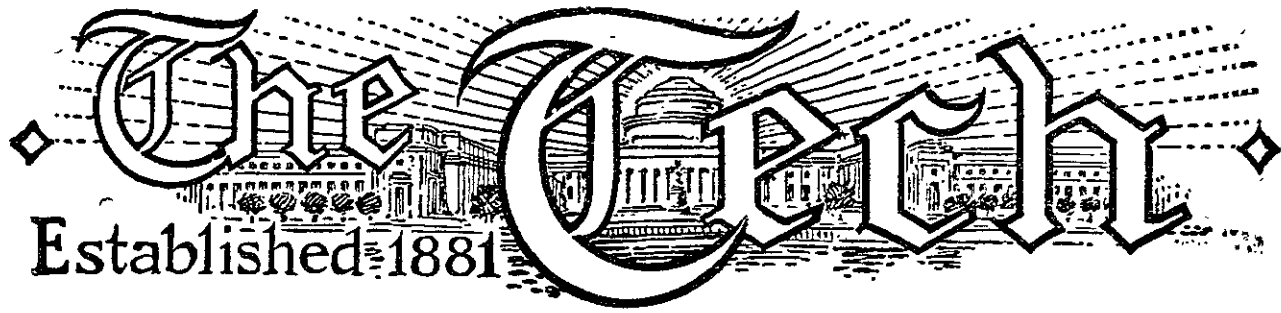


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A Record of  
Continuous News Service  
for 36 Years


VOL. 38. No. 27

CAMBRIDGE, MASS., WEDNESDAY, JULY 3, 1918

Price Three Cents



Independence Day 1918 will dawn upon a new America; not one living for itself as in former years, but one living for the good of the entire world. The individuals within the country are not devoting their energies for their personal benefit, but for the benefit of the noble cause for which their Country and its Allies are fighting. The spirit of the American people is appreciated. Tomorrow, King George, in Chelsea, England, will pitch the first ball of a baseball game between American Sailors and American Soldiers. By so doing, His Majesty will help to celebrate the historical event by which his country lost its most valuable possessions. Independence Day has taken on a new aspect. It is no longer a day commemorating the triumph of the American Colonies over tyrannical England, but rather the triumph of the unselfish principle of the equal rights of man over the autocratic idea of all for one. The American cause of 1776 is the Allied cause of 1918. It has taken one hundred and forty-two years for the "unkultured" nations of the world to awaken to this cause, but they have finally taken up the gauntlet which America threw down in 1776, and are working shoulder to shoulder to sweep from the world the last vestige of one-man dominance. We here at the Institute are not working for ourselves, but for Technology; not for Technology, but for America; not for America, but for the Cause of 1776.



## TECHNOLOGY EIGHT IN BIG REGATTA TOMORROW

Crew Organized by the Summer Students to Race Westland Boat Club on the Charles Morning of the Fourth

### SEVEN SENIORS IN LINEUP

The crew which has been organized among the summer students at the Institute will compete against the Westland Boat Club tomorrow on the Charles. This race will be run over a mile and a half course starting about halfway between the Harvard and Cottage Farm Bridges, finishing at the Union Boat House on the Boston side of the river, and is scheduled to take place at about 10.30 o'clock in the morning. The race is an eight-oar one, the Institute crew comprising many of the men of last term's crews, and is a part of the regatta of the New England Amateur Rowing Association, of which Technology is a member.

The regatta is to start at 9.00 o'clock and comprises the following events in the order named: junior singles, senior singles, junior doubles, senior doubles, junior eight, women's women's race, senior eight, and the cutter race. The Technology crew is competing in the senior eight race, while an entry has also been made in the senior doubles. J. Falkenberg and E. Murdough rowing against a large field.

The lineup of the crew for tomorrow's race is as follows: 1, D. Webster '19; 2, B. H. Sherman '19; 3, A. Wasen, '20; 4, J. Merrill '21; 5, J. J. Falkenberg '19; 6, E. B. Murdough '19; 7, M. Untersee '19 (Capt.); 8, R. Hackett '19; coxswain, E. Webber '19.

The officials of the regatta are: Dr. G. Magrath, referee; W. Braggart, judge; H. Delano, starter; W. Donavon, C. Bertam, P. Fleming, timers.

### CLASS OF '88 HAS REUNION

The class of 1888, which includes a number of prominent men in its membership, held a reunion last Friday and Saturday at the Powder Point Hotel, Duxbury. The class held a picnic Friday at Saquish, and on the following night listened to an illustrated lecture on the Hog Island Navy Yard by W. H. Blood of the Government Shipping Board. Among the members of the class in attendance were W. G. Besseler, president of the Central Railroad of New Jersey; Mr. Blood, E. S. Webster and Russell Robb of Stone & Webster, Boston; Henry J. Horn, railroad man, and Walter Shaw of Boston, cotton broker.

Give our boys in the Army and Navy every fighting chance. Pledge yourself to save to the utmost of your ability and to buy War Savings Stamps.

### OUR PLEDGE

I pledge allegiance to my Flag, and to the Republic for which it stands:—One Nation, indivisible, with Liberty and Justice for all.

### K. B. OWEN '16 RESCUED FROM WRECKED AIRPLANE IN OCEAN

After spending five days and nights drifting about the North sea on a disabled flying machine without food or water, Lt. Knight B. Owen '16, of the naval flying corps is at present recuperating in England, according to word received here today. Lt. Owens with his partner was on patrol duty when an accident to the plane forced them to alight on the surface. Five days later they were picked up in an exhausted condition by a destroyer. Lt. Owen wrote that he was convalescing at the home of Mrs. Spender-Clay, formerly Pauline Astor, at Ford Manor, Lingfield, Eng.

He is the son of Mrs. W. B. Owen of Vineyard Haven. Before entering the service Lt. Owen was an electrical engineer. He was graduated from the Institute in Course VI.

Join the army behind the Army—be a war saver.

### MAJOR COLE DANGEROUSLY ILL

Major Edwin T. Cole, U. S. A., Retired, Professor of Military Science at Technology for the past seven years, is dangerously ill at the Brooks Hospital in Brookline. He was taken ill on Friday afternoon and was removed to the hospital the following morning. An operation at three in the afternoon showed a condition of peritonitis following a perforated appendix. Advice received late yesterday afternoon say that while his condition is very serious, he is resting as comfortably as could be expected, and there are still chances for his recovery.

Major Cole started the two government aviation schools at Technology and ran both the army and navy school for several months. He has been in charge of all the student military work and started the two units of the R. O. T. C. which are now in operation. When he was taken sick he was busy with the organization of the two new units to be installed in the fall.

Major Cole has been in relatively poor health for some time and took a vacation under doctor's orders shortly before the close of the school year. On Friday afternoon he complained of not feeling well, but examinations disclosed no symptoms. On Saturday his condition changed suddenly and he was removed to the Brooks Hospital on Corey Hill. At three in the afternoon he was operated on for appendicitis. Peritonitis had set in due to perforation of the appendix.

## GOULD DIES IN FRANCE

Illness Causes Death of Popular Technology Man

Sergeant Prescott Wilder Gould, of the Class of 1918, has been mentioned among the latest list of casualties in service at the American Front in France, dying on May 16, 1918. His parents were notified of the death of their son by the following letter received from the



SERG. PRESCOTT W. GOULD '18

captain of Gould's company at the front.

Co. C. 102 Machine Gun Battalion,  
A. E. F.,

France, May 20, 1918.

My Dear Mr. Gould:

It is with excruciating sorrow that I have just received news of Prescott's unexpected death at the Headquarters Base Hospital, A. E. F. It seems only a day since he was seized with cramps and rushed under a medical orderly's care to a temporary hospital which fortunately happened to be very close. From there he was sent shortly to another hospital and all the time he received the best medical care procurable.

He had become, with his increasing experience, one of the few upon whose judgment and skill I could put complete reliance. With his willingness and never-failing good humor he was a constant inspiration to the whole company, and in losing him each one of us feel a deep personal bereavement.

We extend to his parents first, and also to his friends our heartfelt sympathy.

Yours sincerely,

(Signed) DANA T. GALLUP,  
(Capt. Co. C.)

Sergt. Gould was born in Newton Upper Falls 24 years ago. He graduated from the public and high schools, later

(Continued on page 3)

Attention of students is requested to the following telegram received from the Adjutants-General's office:

Washington, D. C.,  
July 1, 1918.

President, M. I. of T.,

Supplementing announcement of the Secretary of War dated May eight providing for comprehensive system of military instruction in institutions of collegiate grade beginning with next fall term, a plan for carrying out this policy has been approved and will be mailed you shortly. Plan includes provision for sixth day training camps, July eighteen to September sixteen, for selected students and faculty members who will be trained as assistant instructors to help officers who will be assigned to institutions. No commissions issued, but certificates of qualification as instructors. Majority of selected students from institutions now having Reserve Officers' Training Corps units will be chosen by commanding officers of R. O. T. C. camps now in progress, these selected students to remain for further instruction in new camps. In addition, presidents of R. O. T. C. institutions may select one student for each fifty students and one faculty member for each two hundred fifty students or less in attendance last academic year (Presidents of institutions not having R. O. T. C. units are requested to select one student for every twenty-five in attendance last academic year and one faculty member for each two hundred and fifty or less) notify them to report to commanding officer at Plattsburg Barracks, New York, on July eighteen; five days leeway in reporting permitted if necessary. Selected students attending July unofficial college military camps may report late not after August tenth. Select men of highest type physically and mentally and most capacity for leadership; must be citizens and men who expect to return to college next fall. Minimum age limit students eighteen with no maximum age limit. Maximum age limit faculty forty-five. Emphasize great value of opportunity offered. Advise those selected have physical examination by reputable physician to determine physical fitness for severe training. Both students and teachers will be under temporary enlistment for sixty days when they will be discharged. They will receive housing, uniforms, subsistence, equipment and military instruction at government expense, also pay of a private, thirty dollars a month and reimbursement of transportation to and from camp at three and one-half cents per mile. Wire Commanding General, Eastern Department, Governors Island, New York, number to attend from your institution.

(Signed) McCAIN.

Students who are interested or desire further information should call on Lieut. Rugg as early as possible.

## INSTITUTE MEN REPORT ON THE NEW "GARABED"

Four Technology Professors on the Committee of Five Which Reported Unfavorably on the Mysterious Invention

### ALL INFORMATION KEPT SECRET

Washington, July 1.—An unfavorable report on "Garabed," the mysterious engine which its inventor claimed would take power out of the air to run anything from an airplane to a battleship, was submitted to the Interior Department today by the committee of scientists which tested the invention at Boston Saturday, with the approval of Congress.

Technology was well represented on the committee which investigated the claims of the patriotic Boston man, as four of the five committeemen are professors at the Institute, namely Professors Miller, Norton, Thompson, and Wilson, three of them graduates of Technology.

The committee announced it did not believe the principles of the inventor, Garabed T. K. Giragossian, were sound or his devices operative, or that they could result in practical development of free energy.

Following is the report.

"We, the undersigned, who are members of the commission duly appointed in accordance with the provisions of Public Resolution No. 21, Sixty-Fifth Congress, hereby certify that Mr. Garabed T. K. Giragossian, showed us on Saturday, June 29, 1918, a model embodying the principles of his invention known as the 'Garabed.' We found that the model was not in shape to run or to develop power. The inventor admitted that he had no working machine and that he was merely explaining principles. We do not believe its principles are sound, that his devices operate, or that they can result in the practical development of utilization of free energy.

"Witness our signatures at Boston, Mass., June 29, 1918.

"James A. Moyer,  
"Edward F. Miller,  
"M. De K. Thompson,  
"Edwin B. Wilson,  
"Charles L. Norton."

Professor Edward F. Miller was graduated from the Institute in the Mechanical Engineering course with the class of 1886. He subsequently became an assistant in Mechanical Engineering and rose through various positions in the Department to a Professorship in 1906, being head of the Department six years later.

Professor Charles L. Norton was graduated from Technology in Electrical Engineering with the class of 1893.

(Continued on page 4)

# The Tech

Established 1881

Entered as second-class matter, September 16, 1911, at the Post Office at Boston, Mass., under the act of Congress of March 3, 1879.

Published twice a week during the college year by students of the Massachusetts Institute of Technology.

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Subscription \$1.50 for 53 issues, in advance. Single copies 3 cents. Subscriptions within the Boston Postal District or outside the United States must be accompanied by postage at the rate of one cent a copy. Issues mailed to all other points without extra charge.

News Offices, Charles River Road Cambridge Mass. News Phones, Cambridge 2600; Tuesday and Friday after 7 p. m., Cambridge 6265. Business Offices, Charles River Road. Business Phone, Cambridge 2600

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

Carole A. Clarke '21 ..... Night Editor  
Henry L. R. Kurth '21 ..... Night Editor

WEDNESDAY, JULY 3, 1918

### OUR "ROTTEN" DORMITORIES.

A SHORT time ago a young Westerner took it upon himself to engage us in conversation, and the subject of his conversation was the dormitories. It seems that he had just completed a year's residence there, in which time he had had time, as he said, "to learn a few things." Among other things he informed us that the ceiling was too high, the windows not wide enough, the staircases too narrow, and, from the outside, the architecture "rotten." This is not the first time that we have been approached in this way, but we want to say right here we hope it is the last. It seems to us that every man who has wasted our time criticising the dormitories has been very, very young. This particular young man was of German descent, and it may be that this fact is sufficient explanation of his attitude.

There is mighty little that is wrong with our Dormitories, and as a proof of this statement let us cite a little incident. About a month ago the Alumni Committee on Student Housing held a meeting to which were invited eight students, four of whom were the senior members of the House Committees in the respective halls, a man from each fraternity and two other dormitory men prominent in student affairs. These men had been living in the dormitories at least a year. They were men who had proven their ability, men whose opinions were likely to be representative of the true opinion of the men in the dormitories. Each of these men were asked to come prepared to criticise the buildings, and after it was all over and the various criticisms written into the report of the meeting, it is a significant fact only one thing of importance was found wrong with the dormitories. Every man there agreed that the dormitories should have had a common lounging room, but outside of this one thing, the criticisms consist entirely of minor details, things that are apt to creep into any new building.

Therefore, as far as we are concerned, knocking the dormitories is a closed subject. To be sure, there are still a few things about the dormitories that need correcting. Don't worry though, they will be corrected. On the whole, you can believe us, the dormitories are mighty well planned and are a fitting monument to a few foresighted men who carefully considered all similar structures before acting.

### IF THE DRAFT AGE GOES DOWN TO EIGHTEEN.

HAVE you stopped to think what will happen if the draft age is lowered to eighteen? Hithertofore the number of Institute men eligible to be drafted has been small, comparatively. If the age goes down, there will be scarcely more than a handful of you men who will not have to face the prospects of immediate service, and this at a time when foremost engineers and authorities are advocating the compulsory filling of engineering schools. Something will have to be done to keep engineering material in school. Will it be arranged so that we can stay at the Institute as civilian students? Will the Government lower the qualifications for the Engineer Reserve and keep us here as army students? Will nothing be done, and will many of us have to rush to the Naval Reserve, in a way supplementing or supplanting the R. O. T. C.?

It is all quite a matter of conjecture, but well worth thinking about. As yet no definite step has been taken, but before it is too late, we want to reiterate Dr. Maclaurin's wise words of caution. When you feel the surgings of patriotism and you see the bands march by, don't enlist, take stock. Just think over to yourself. "What a very young fool I really am, after all. Here I've finished only two years of an expensive education which, if completed, will make me a trained man, if uncompleted leaves me nothing in particular, for as yet I have had no professional work and am liable to get none until my fourth year."

### COMMUNICATION

In a recent issue of THE TECH the death of T. C. Nathan, '20, was announced, but at the time the details were lacking. The following letter describing Nathan's death has just been received by the editor:

Turnberry, Ayr, Scotland, June 3, 1918.

To the Editor of THE TECH:

The March 30th issue of THE TECH has arrived and in it I find the details of "Cush" Nathan's death are lacking. I happen to be stationed at the same place and can give you a bit more fully just what happened.

On the date, March 20, Nathan was up in a single seater scout, scrapping the colonel, who was in a two-seater fighter. They had been at it for about twenty minutes and Nathan was on top. The height was about 500 feet. Suddenly down came his nose and he dove



LIEUT. T. CUSHMAN NATHAN '20

for the colonel's tail. In attempting to pull up and get underneath, the general opinion is that he did this too suddenly and there was a crack and one of his wings fell off. Control of the machine was now impossible and he spun down, crashing on the roof of a house. Death was instantaneous. The machine went through all floors and ended up in the basement. He was given a military funeral and buried at Ayr. This account contains all details and I hope it may be of service to you.

This is a very beautiful spot here and the work is not too strenuous. We have four tennis courts and two excellent golf courses, and there is time each day to enjoy these fine things. This place is quite near to Glasgow and the week-end trips there are the thing. Had a very nice trip to Loch Lomond last week and this week a trip to Stirling Castle. We also do work here and it is very interesting. There are two courses about which I could tell you much but unfortunately cannot. I can say that they are excellent.

Hoping that this finds everything progressing extra fine at Tech, I am Very cordially yours,

(Signed) Kenneth M. Cunningham, '19  
1st Lt. Sig. R. C. A. S.

### PERSONALS

The marriage of Miss Ethel Willis Cottle, daughter of Judge and Mrs. Henry Eckford Cottle of Brookfield, to Lieutenant Millgrove Strong, Aviation Section, Signal Officers' Reserve Corps, U. S. A., will take place this afternoon in the Unitarian Church at Brookfield. Lieutenant Strong is a Tufts College man and is now at the aviation school at the Institute. The bride is a Radcliffe College graduate. Lieutenant Strong and his bride will make their home in Boston during his stay at Technology.

Miss Mary E. Tighe, daughter of Joseph H. Tighe of New York City, was married to Edward Francis Coleman '18, of Dorchester recently at St. Thomas Aquinas Church, the double-ring ceremony being used. The bridegroom, a graduate of Dorchester High school, Boston College and Technology, is an assistant ship superintendent at the Boston Navy Yard.

The Newburgh Shipyards, Inc., of which Mr. Thomas C. Desmond '09, is president, has recently been awarded contracts for six additional 9000 ton fabricated steel cargo ships, making altogether ten ships of this type which the company is building. Mr. Desmond has developed the organization of this shipyard largely from the regiment of engineers which he recruited from the Roosevelt Division. Mr. George A. Orrok '89, has been associated with him as consulting engineer for the shipyard work.

If the writers of the communication recently received by THE TECH from "Two members of the Class of 1919," will kindly send their names to the office of THE TECH, the communication will be published, without their names, if they so desire. THE TECH requires that although communications may be published unsigned if so requested, the name of the writer must always be submitted to the editor.

Frank Shea, the famed Pittsburg runner, has reported at Commonwealth Pier, which is the latest point of expansion of the Technology Naval Aviation Detachment.

John W. Kellar '20 of Newton has just canceled his registration at Technology to enter the service. He was one of the best discus throwers in the New England colleges.

## Tech Students

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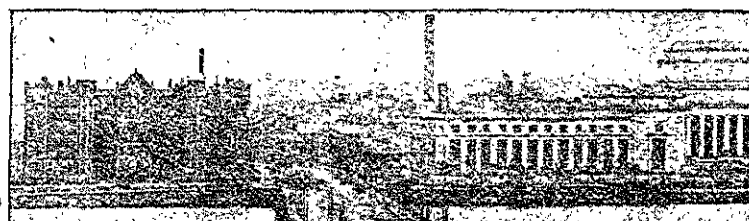
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## Spies and Lies

German agents are everywhere, eager to gather scraps of news about our men, our ships, our munitions. It is still possible to get such information through to Germany, where thousands of these fragments—often individually harmless—are patiently pieced together into a whole which spells death to American soldiers and danger to American homes.

But while the enemy is most industrious in trying to collect information, and his systems elaborate, he is *not* superhuman—indeed, he is often very stupid, and would fail to get what he wants were it not deliberately handed to him by the carelessness of loyal Americans.

Do not discuss in public, or with strangers, any news of troop and transport movements, of bits of gossip as to our military preparations, which come into your possession.

Do not permit your friends in service to tell you—or write you—"inside" facts about where they are, what they are doing and seeing.

Do not become a tool of the Hun by passing on the malicious, disheartening rumors which he so eagerly sows. Remember he asks no better service than to have spread his lies of disasters to our troops and sailors, gross scandals in the Red Cross, cruelties, neglect and wholesale executions in our camps, drunkenness and vice in the Expeditionary Force, and other tales certain to disturb American patriots and to bring anxiety and grief to American parents.

And do not wait until you catch some one putting a bomb under a factory. Report the man who spreads pessimistic stories, divulges—or seeks—confidential military information, cries for peace, or belittles our efforts to win the war.

Send the names of such persons, even if they are in uniform, to the Department of Justice, Washington. Give all the details you can, with names of witnesses if possible—show the Hun that we can beat him at his own game of collecting scattered information and putting it to work. The fact that you made the report will not become public.

You are in contact with the enemy just as truly as if you faced him in No Man's Land. In your hands are no powerful weapons with which to win—discretion and vigilance. Use them.

CO. INFORMATION  
JACKSON  
D. C. George Creel, Chairman  
The Secretary of State  
The Secretary of War  
The Secretary of the Navy  
United States Gov't Comm. on Public Information

This space contributed for the Winning of the War by  
The Publisher of THE TECH

**EDWARD STUART '10 LECTURES TO BIOLOGY CLASSES ON HIS RED CROSS EXPERIENCES**

Edward Stuart '10, a graduate of Courses VII and XI, recently gave a lecture before the summer students in the course of Biology and Public Health on his experiences in the Red Cross trips from which he has just returned.

Mr. Stuart was left in charge of the Red Cross in Serbia where Mrs. Stuart stayed with him and both of them did very valuable work. They had great difficulty in getting out of the country when the Germans advanced.

The earthquake and plague in Guatemala soon called him to that country.

A hundred and fifty years ago the old capital, Antigua, was destroyed. The present capital, Guatemala City, with a population of one hundred and twenty thousand is the Queen city of Central America. The President of the country has absolute power over life and death of the people and although he is supposed to be a constitutional President, he has been elected term after term, and will probably hold the position for the rest of his life. Nothing can be done without his sanction, and no one can leave the country without his permission. When the earthquake came, the American Red Cross asked Mr. Stuart to be Chief Engineer of the Unit.

The worst quake came the day they arrived in Guatemala; there were two terrific quakes and minor shakes all through the night, at about half-minute intervals. The adobe houses all fell flat, but the loss of life was comparatively small, about 200 lives being lost. The problem of the Red Cross was to aid the people who had lost their homes and property, who were left destitute, and to take care of the sanitation of the country. The U. S. War Department sent four thousand tents and six thousand refugees were soon using these as their homes. The Red Cross had one hundred thousand dollars worth of foodstuffs sent from Panama, and placed them in store houses.

The water supply occupied most of Mr. Stuart's attention for it was all wrecked. The main and aqueducts were broken, so that there was absolutely no water anywhere. Conditions were so bad that native women opened up the sewers by removing the flag stones, and laded out sewerage for drinking purposes.

There are four different water supplies in Guatemala, the first of which is a primitive system made by the Spaniards many years ago. There was great danger of typhus fever, a filth disease which is epidemic on this plateau, because the people had no water for bathing. Mr. Stuart found natives washing their dirty clothes in tanks and basins at the edges of the springs which supplied the water for the City, while everywhere the water shed was continually contaminated. The water goes through the city in aqueducts, similar to those in Rome. There are open places in these aqueducts where the natives used to steal in to bathe in the city's water supply. There was one water supply lead to the city in spirally riveted steel mains which was relatively uninjured. Mr. Stuart immediately recommended the purchase of five miles of steel piping to connect up the various water supplies with the camps, which were laid on the surface of the streets, and led the water to public fountains.

The pipe was flexible and well adapted to a volcanic country. The Red Cross installed Chlorination plants, and gave the Government a large enough supply of clothing to last a year. This prevented the spread of intestinal diseases, such as typhoid, cholera, etc. Chlorine was used instead of bleaching powder, because it is tasteless, and the natives would not object. If the former were used, they would say that the Red Cross was trying to poison them, and refuse to drink it.

One of the first things the Red Cross had to do was to erect an operating room. They found operations going on in the open, the earthquake having left the City in a cloud of dust, and the native doctors operated in the midst of this. Vaccinations were made for typhoid, para typhoid and small-pox. The Red Cross distributed Vaccine to the local doctors. Although the local doctors had vaccinated the natives, they had no records. The Red Cross distributed food to the people, built hospitals, and took charge of the camp's sanitation. They also organized the local doctors, and prevented an opportunity for epidemics to occur. Typhus fever broke out, but an epidemic was avoided. Fumigation was impossible, so they burned the contaminated houses, and gave the inmates a rigid de-lousing, because the lice are carriers of the disease.

However, there is now an epidemic of yellow fever in the low lands on the Pacific Coast, which is carried by the Stegomyia mosquito. The rainy season is starting, and the mosquitoes are multiplying, but if they can keep this disease from spreading to the Atlantic Coast, there will be no danger of its reaching the United States. The journey from the Pacific Coast to the United States takes so long that the disease had time to incubate, and no cases can slip in unnoticed in an undeveloped state. On the Atlantic Coast, however, there are American fruit plantations, from which the disease might be carried to Southern cities like New Orleans on the fruit ships. Attempts are being made to wipe out the disease and science has advanced so far that this is entirely possible, if the natives will cooperate. If they do not, and allow the disease to reach the Atlantic coast, the country will have to be quarantined, perhaps, and bottled up.

The people in the Red Cross camp, living in the U. S. tents, would have been content to stay there the rest of their lives, living on free food, so the Red Cross had great difficulty in stimulating self-reliance and employment. A date had to be made when food would be stopped, and another when the tents would be taken down. Finally American women made an individual study of many of the families, and found four hundred absolutely helpless and destitute. A new camp was built for the latter on the old drill field.

It would be of interest to engineers to note that re-inforced concrete stood the earthquake as did wood, but the adobe brick and stone houses were absolutely destroyed. There was an American bungalow, a typical Californian bungalow, called Modgson's Folly, which stood up. Of the piping, only the spirally riveted steel pipe withstood the shock.

**P. W. GOULD '18 DIES IN FRANCE**

(Continued from page 1)

attending Technology until he entered the employ of Charles E. Clapp, wool merchants of Boston.

While at Newton High, Sergt. Gould starred on hockey and football teams. At the Institute he played on several class teams, succeeding his brothers, the well-known Gould trio, on the varsity hockey team.

Sergt. Gould enlisted with Co. C. of the First Massachusetts Cavalry, going with them to the Mexican border. Later the cavalry was merged with the Machine Gun Battalion, with whom Sergt. Gould entrained for France last September. At the time of his death he was a member of Co. C. of the 102d Machine Gun Battalion. He was promoted to a corporal in August, 1917, and sergeant in April, 1918.

Sergt. Prescott has three brothers in the service, all of whom are graduates of Technology. Lieut. Richard Gould '11 has concluded his course in aviation and expects to be called soon for overseas service. Howard Gould is on a submarine chaser "somewhere on the Atlantic," and a third brother, Capt. Allen A. Gould '10, who enlisted at the time of the Texas trouble with the Ohio cavalry, has recently been assigned to the Ordnance Department.

A recent letter received from Sergt. Gould, written after six weeks in the trenches, tells of the boys leaving for "up country" on a promised month's

forlough, when word arrived at 3.30 a. m. to rush them back to the front line in anticipation of the great drive.

**D. P. ROBINSON '92 RETIRES FROM STONE AND WEBSTER**

It was announced last Saturday that Dwight P. Robinson '92, of Course VI, had retired from partnership in the engineering and corporation management firm of Stone & Webster, his retirement taking effect July 1. The remaining partners are Charles A. Stone, President of the American International Corporation; Edwin S. Webster, Russell Robb and Henry G. Bradlee.

Mr. Robinson has been with Stone & Webster since 1893, being admitted to partnership in 1912, having been since 1908 President of the Stone & Webster Engineering Corporation. When the American International Shipbuilding Corporation was formed as a subsidiary of the American International, in the Spring of 1917, to build and operate the Government fabricating shipyard at Hog Island, he was elected President of that corporation, but last March was removed from charge of the work by Rear Admiral Bowles, Assistant General Manager of the Emergency Fleet Corporation, who is in direct charge of the Hog Island yard on behalf of the Government. Soon after Mr. Robinson resigned the Presidency of the corporation, being succeeded by Frederick Holbrook of the Boston firm of Holbrook, Cabot & Rollins, who had been chosen by Admiral Bowles to manage Hog Island.

**NEW OPTICAL GLASS PLANTS NOW SUPPLYING U. S. NEEDS**

The War Industries Board Authorizes the following:

Optical glass, although not required in large quantities, is nevertheless an item in war operations which is important because by optical instruments much of the firing, especially of artillery, is directed. If the men are not equipped with adequate fire-control instruments or can not see to aim properly, their firing can serve little purpose. A field army or a battleship without glasses, telescopes, and other optical instruments is manifestly placed at a serious disadvantage.

**First Plant at Rochester.**

Before the war little effort was made to produce optical glass in the United States. Manufacturers of optical instruments were able to obtain optical glass in desired quantity from Europe and consequently did not feel the necessity for making it themselves. In 1912, however, the Bausch & Lomb Optical Co. of Rochester, N. Y., built an experimental optical-glass plant and placed a practical glassmaker in charge; by 1914 this company was able to produce a few types of optical glass which were used in optical instruments.

By the end of 1914 the importation of optical glass had become difficult and uncertain. Other firms, as Keuffel & Esser, of Hoboken, N. J., and Spencer Lens Co., Buffalo, N. Y., and the Bureau of Standards of the Department of Commerce, at Washington, began to experiment in making optical glass. By 1917, when the United States entered the war, the

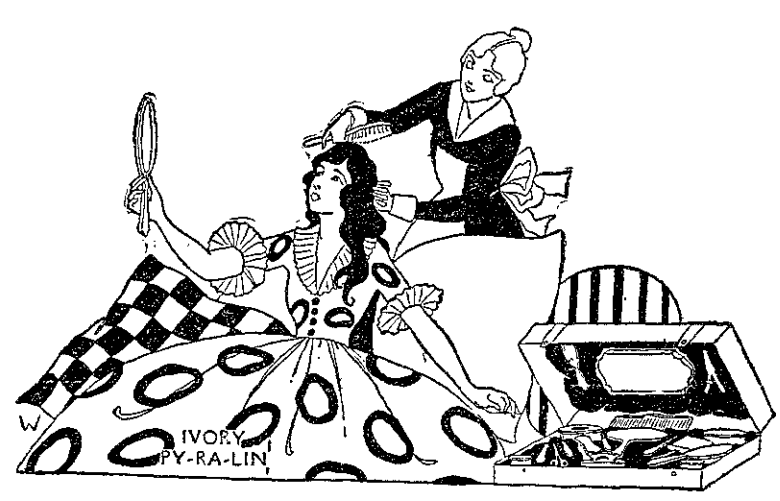
optical glass situation had become critical. The European supply was practically cut off. Optical glass had to be made in this country if our Army and Navy were to receive the fire-control instruments which they needed.

**Produced in Quantity Now.**

The geophysical laboratory of the Carnegie Institution of Washington was called upon to aid in the production of high grade optical glass. A party from the laboratory was stationed at the plant of the Bausch & Lomb Optical Co. in April, 1917, and for seven months all efforts of the laboratory were concentrated at this plant. At the end of 1917 the essential details of the manufacture had been developed and glass in considerable quantities was being produced. The efforts of the laboratory were then extended to the Spencer Lens Co. and to the Pittsburgh Plate Glass Co., Pittsburgh, Pa. During this period the Bureau of Standards rendered effective aid.

At the present time, as a result of co-operation between the manufacturers and scientists, large quantities of optical glass of the kinds needed for military fire-control instruments are being produced of a quality equal in practically every respect to the best European glass. The need for a continuous and assured supply of optical glass is so great that the workmen trained in the details of manufacture and subject to the draft, are being withheld from draft in order that their technical training may be utilized at this time. The required information and details of manufacture and the skill necessary for proper production have been gained at great expense and under high pressure.

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TECHNOLOGY MEN SEE "GARABED"

(Continued from page 1)

He likewise became an assistant in the Department of Physics after graduation, becoming Professor of Heat Measurements in 1909.

Professor Maurice DeK. Thompson was graduated from the Institute's course in Physics, with the Class of 1898. He devoted much attention to electrochemistry and became an assistant in that department in the year of his graduation. Since 1913 he has been Associate Professor of Electrochemistry.

Professor Edwin B. Wilson attended Harvard, Yale, College de France and La Sorbonne. He came to the Institute in 1907 as Associate Professor of Mathematics, and was made Professor of Mathematics in 1911.

Professor James A. Moyer was the only member of the committee who is not connected with the Institute. Professor Moyer was a member of the Mechanical Engineering faculty of a Western university, but he is now engaged in vocational education in this State and is on the Massachusetts Board of Education.

The five scientists, representing the United States Government, came to Boston Saturday, examined Garabed Girgossian's invention and submitted their report direct to Washington on Monday.

Principle Declared Simple.

"Garabed" is a natural force which,

it is claimed, depends only upon application of the simplest of principles. Whether they are physical, mechanical, supernatural or magical has not yet been explained, but it was said that they were a-stounding even to men who have made life studies of science in all its forms.

Last Saturday a group of serious-minded men assembled in a little Boston laboratory for a great purpose—to determine if "Garabed" was something which could be applied for world uses. In the group was Girgossian, the man who convinced Congress that he had a great principle which the world did not appreciate.

Outside stood a small group of Girgossian's friends, men who believed in him and his discovery, but they were not allowed to attend the demonstration.

For many months every agency of the Federal Government has been anxiously awaiting word from Boston that "Garabed" was not a myth or a dream. Foreign governments have remained expectant to hear the great news, for the word went forth that Congress believed "Garabed" would end the war with its overwhelming power.

### Reserve Their Report.

The interior department at Washington sent its own representative to Boston to urge the scientists to an early decision, for the nation is waiting their judgment. Judge E. C. Finney came to receive the first word that "Garabed" was a success, but the scientists decided that their decision should go direct to Washington.

The creator or discoverer of "Garabed" returned to his home in Brighton undismayed, but disappointed because the magic word "success" was not whispered to him by the men of science. They did tell him that his principle was something that astounded them, but did not give him the one word which would have made him buoyantly happy. They told him they reserved their first report for Washington.

The whereabouts of the laboratory is a secret which but few men know, for it holds Girgossian's machines and testing apparatus, his means of proving the application of his force. The names of the five investigators were not divulged until Monday night, when their report was published. These men were chosen from a group of twenty-two, all selected by Girgossian. Of this number seven were disqualified by the Government officials and Girgossian was told to select five of the remaining fifteen.

### No Test of Application.

Saturday Girgossian demonstrated the force, but did not attempt to apply it to a machine. The scientists wanted only explanation of the principle, for its application is a detail which can be worked out at a proper time after the nation obtains the secret of force.

For nearly three hours Girgossian showed the scientists how "Garabed" was created. They questioned him in order that his explanation might be made clear on every point, and indicative of their faith in what he demonstrates was their eagerness to start immediate improvements.

They gave him no encouragement in words, but when he trudged wearily back to the home of his friends he was happy, for he was convinced that he had proved his claims. He declared that "Garabed" was a certainty and that as soon as the five men of science could frame their decision the United States would apply it to its fighting ships and to all the agents of industry. In his quaint, accented speech he impressed a small audience of friends with his sincerity of purpose and belief. He said:

"My dream of free energy is at last realized. My secret is America's secret, entrusted only to the five men of science whose words will be accepted by the scientific world. Today I proved to them that 'Garabed' is something real and they were astounded. I explained to them only the principle—that is all that Secretary Lane and Congress wants—my demonstration to Congress will come a little later, when I go to Washington and apply my power to a railroad train or a steamship, whichever they choose.

"For more than 27 years I have studied the principles which I now believe I have worked out so that they may be put to good use. Unlimited power, free energy, without fuel, without toil—millions of pounds of it—and it all belongs to America, for I am an American.

"I cannot tell you the principle. I cannot tell you the names of the men who were selected to pass judgment upon it, but I can tell you this, that 'Garabed' is something real.

"The men who learned my secret this afternoon would not tell me that I was successful. They would not tell me that I failed. But one of them said, 'It is astounding,' and another was convinced within fifteen minutes, and wanted to suggest ways in which improvements could be made. Should I not believe that these great men of science believe 'Garabed' is real?"

The old man showed his keen disappointment at being forced to await an-

nouncement from Washington, but he pointed out that he offered his secret to the country and if there was to be any announcement it should come from Washington.

"I don't know what their verdict will be," he said, "but I know that 'Garabed' is all that I ever claimed it to be. The men of science tried to find where I made a mistake. They found no mistakes. I looked for their objections to the natural, physical laws. They offered none. One of them said: 'It is a great principle.'

"I want 'Garabed' to be a success for America. England would send a warship to America today to take me back there if I would give them the secret.

"I am voiceless until Washington speaks. The men who learned my secret today are five men finally agreed upon by Secretary Lane. I submitted the names of twenty-two scientists and he sent back a list of fifteen, from which I selected these five, and he approved them. I now await their word, but I know it will be the magic word—'Success.' I am very confident and I would be very happy if they would only whisper one word to me."

On Monday the Department of the Interior announced the unfavorable report of the committee. To the time of going to press, the five men would make no further comment other than the foregoing report. It has not been stated whether the new invention is to be further developed for use at a later time.

## JULY 4-LAUNCHING DAY

At least Eighty-nine Vessels Will Take the Water

Celebration of July 4 this year will be made notable for all time by the launching from American shipyards of the largest number of ships of the greatest aggregate tonnage ever put into the water in one day.

Independence Day's program of the merchant fleet, on which the world is depending for victory over the Germans, will include the launching of at least eighty-nine vessels, with a capacity of 439,886 dead-weight tons. In addition enthusiastic workmen are straining every nerve to complete six other hulls in time for them to join in the splash that will be heard around the world.

### All Records Broken

The conservative estimate of launchings to take place on the day Americans venerate more than any other, is one-third more than the entire production of seagoing tonnage in United States yards in the fiscal year of 1915-1916, and exceeds by 42,050 tons the launchings for 1901, the record pre-war year in American shipbuilding. The Shipping Board's banner construction record of May will be eclipsed in one day, both in number of ships and in tonnage.

Thirty-seven of the hulls expected to be launched will be of steel, with a tonnage of 254,686. They will include the 12,500-ton cargo carrier William Penn, the 12,000-ton Challenger of the same type, the three sisters—Independence, Victorious and Defiance—all of the 11,800-ton class; three refrigerating ships of 9,400 tons each and eight of the 8,800-ton freighters. The Lake Pearl, a 2,300-ton vessel which is to take to the water on Lake Michigan, will have the baby honors of the day. The average tonnage of the steel vessels is 6883.

### Pacific Yards Lead

With the exception of the 4,700-ton Beechland and two others of 4,000 tons, the 52 wooden hulls which are to be launched are of the 3,500-ton type. Their total tonnage is 185,200.

The Pacific coast yards will launch 26 wooden and 17 steel vessels, totalling 250,700 dead-weight tons. The East will be a close second of the West, making ready for 38 launchings from yards on the Atlantic and gulf coasts, 27 of which will be wooden vessels totalling 95,700 dead-weight tons, making a grand total of 172,186 dead-weight tonnage. The great lakes will launch 14 steel ships, totalling 47,700 dead-weight tons.

The Bethlehem Union plant at San Francisco will have the honor of launching the biggest individual tonnage of any yard in the country, with three steel ships totalling 35,400 dead-weight tons. The Moore Shipbuilding Company, at Oakland, Cal., also will launch three hulls, of 28,200 dead-weight tons. Seattle likewise will be the scene of triple launching, but the three hulls will be divided among three different yards. The Great Lakes company, at its Ecorse, Mich., plant, will launch three hulls, totalling 8,900 dead-weight tons, and will launch another vessel at its Ashtabula yard. Puzy & Jones, at Gloucester, N. J., will launch the largest single hull when the cargo steamer William Penn takes the water.

Aberdeen, Wash., with the launching of four hulls, will have the honored position among the wooden shipbuilders. Tacoma, Wash., and Portland, Or. will each see three wooden hulls slide

into the water, and the H. L. Shatto yards at Portsmouth, N. H., will uphold the prestige of the East with a like number.

Mobile, Ala.; Moss Point, Miss., and Orange, Tex., will lead the southern yards, with each city holding a double launching.

Remember! the men in our Army and Navy do not expect luxuries. Should we at home expect them? Buy necessities and War Savings Stamps.

### PURSE LOST

A small black purse, with black and white striped lining, containing a small sum of money, was lost Saturday, June 29, on Massachusetts avenue, alongside of the Technology buildings, at about 4.45 o'clock in the afternoon. Finder please return to K. Kirvan, 6 Merrill street, Cambridge.

### NEW AIR SERVICE INSIGNIA

The Chief of the Equipment Branch of the General Staff of the Army announced that a new collar insignia had been adopted for the Army Air Service. It consists of a pair of horizontal brown wings, similar in shape to a colonial eagle's wings, with a silver two-bladed propeller placed vertically on the wings. The new insignia will be worn by officers and enlisted men of the Department of Military Aeronautics and the Bureau of Aircraft Production. It takes the place of the torch and crossed flags worn by them when under the Signal Corps. The hat cord for enlisted men of these branches of the Air Service will be green and black.

Perry Bush Bryne '19 is attending Naval Ensign School at Harvard. He was a member of the Theta Xi fraternity and enlisted in the service last May.

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