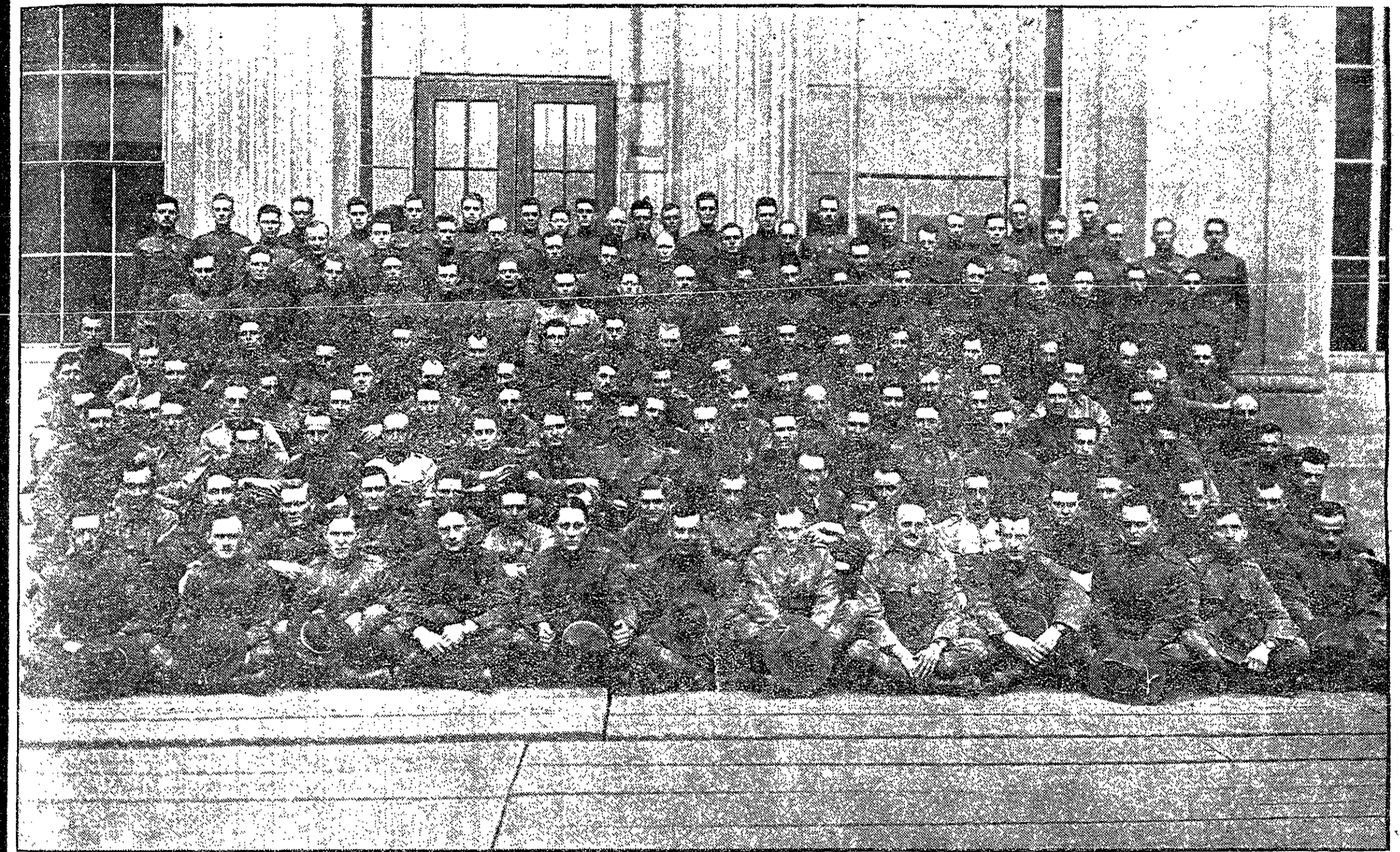


GROUP OF AVIATION ENGINEERS AT THE INSTITUTE



(Copyright by Boston Photo News Co.) There has been such an increase in the number of naval aviators at Technology that perhaps some of us have forgotten the fact that there is also a U. S. Army school of Military Aeronautics. This school was founded in the second week

of January, 1918 for the purpose of meeting the demands for a large number of aviation engineer officers to supervise the manufacturing of airplanes and engines in plants all over the country and look after the motors and plans at the flying fields.

For admission to the course, which at first consisted of eight weeks training and was later lengthened to twelve weeks, a high school education and a good knowledge of motors are requisite. The men are given a thorough training in the theory and construction of en-

gines, motor transport, aeroplane rigging theory of flight, use of instruments, military law, army administration, and the principles of modern warfare.

The school has graduated over six hundred men, having sent out one squadron every week since February. Fur-

ther enlistment to the course, both at Technology and at other similar schools has stopped, but the course will continue until the present squadrons have graduated. All told there will have been graduated about seven hundred men.

TECHNOLOGY AVIATOR SERIOUSLY INJURED

Lieutenant A. M. Parsons '18 Sustains Fracture of Skull From Blow Received From an Aeroplane Propellor.

INJURY PROBABLY FATAL

Lieutenant Arthur M. Parsons '18, of East Gloucester, Massachusetts, a former institute student, recently sustained a probably fatal fracture of the skull in an aeroplane accident at Taliaferro Field, North Worth, Texas. He was examining an aeroplane preparatory to a flight, when he was hit by the propellor, the blow fracturing his skull. He lived at 5 Mount Pleasant avenue, East Gloucester, and was a graduate of the Gloucester High School, class of 1914. He entered Technology with the class of 1915, sanitary engineering course, and when the army aviation school was opened, enlisted in the Signal Corps, aviation section. From the ground school at

(Continued on Page 2.)

25 WOMEN STUDENTS TO ARRIVE NEXT MONDAY

It is expected that twenty-five women students will arrive at the Institute next Monday. They will probably take up Public Health Laboratory work.

SKILLED MECHANICS NEEDED IN THE ENGINEER CORPS

Provost Marshal-General Crowder Issues Urgent Call.

Provost Marshal-General Crowder, through Maj. Roger Wolcott, issued a call yesterday for skilled mechanics for service in the engineer corps. The call is for volunteers, who, according to Gen. Crowder, may be accepted from the 1918 class, provided the registrant waives all time limits for classification and examination.

The following types of men are desired: Construction foremen, draftsmen, electricians, gas engineers, stationary enginemen, surveyors, and topographers.

In his telegram to Maj. Wolcott, Gen. Crowder says, "Please give the widest publicity to this matter, using the 'Nation's Want Column' method and urging qualified registrants to present themselves to their local boards for listing. If a sufficient number of volunteers is not secured, involuntary induction will be used."

"On July 18 wire this office the number of qualified men listed in each of the above occupations which we may expect from your state. Upon receipt of this information we will make definite allotments and complete mobilization details. Local boards must understand thoroughly that these registrants are not to be inducted until orders are received as to allotments and that no men needed to fill the July calls already announced shall be permitted to volunteer. Volunteers for this service shall not be released to the navy or marine corps, or permitted to withdraw their application prior to Aug. 1."

EXAMINATIONS WILL BE HELD FOR U. S. ENGINEERS

The War Department intends to create a corps of reserve engineers and in order to officer it will hold examinations July 8 and 9 and commission the successful applicants as first lieutenants and captains within 10 days or two weeks. The selected men will be immediately ordered to duty at a training camp in Virginia, where they will be transformed from civil engineers into military engineers.

The selection board will meet at the headquarters of the Military Training Camps Association, Room 320, 84 State street, to examine candidates, all of whom must be practicing engineers, in good health, full citizens of the United States and between the ages of 32 and 42. Applicants for the grade of lieutenant must be below 36 years and for the grade of captain less than 42 years of age. Application blanks and information are obtainable at the State street headquarters.

In England they say, "Every shilling wasted stabs a soldier in the back."

It is not enough to deplore what the Germans have done. That will not hurt them. That is the only thing that counts with a German. When you save and buy War Savings Stamps you attack a German in the place where it hurts.

Everyone knows best how he can reduce his expenses so that he may have more savings with which to buy War Savings Stamps.

ACCURATE MAPS OF THE CAMPS AND CANTONMENTS

New Publications by the U. S. Geological Survey

Much interest has been aroused by the announcement that the United States Geological Survey, Department of the Interior, is preparing special maps of practically all the National Army and National Guard camps and cantonments. Maps of Camp Sherman, Ohio, and Camp Upton, Long Island, N. Y., have already appeared, and work on the others is being rushed to completion. The two maps just published show, in addition to the usual topographical features—culture, drainage and relief—the boundaries of the camps themselves, and they bear a text—interesting and valuable to the layman as well as to the scientist—describing the historic and geologic events that have occurred in the region. The author of the Camp Sherman text tells in simple terms the story of the imprints of a rude civilization, now represented by earthen mounds and walled enclosures; of the founding of Chillicothe, one of the oldest towns in Ohio and its capital at intervals between 1803 and 1816; of the original lay of the country and the changes brought about by the processes of nature; and of the soil and vegetation of the region about the camp.

The Camp Upton map offers a suggestion as to the nature of the country whose picturesque hills have been utilized as building sites by wealthy New Yorkers. The description includes interesting details of Long Island, which is likened to a gigantic whale aground in the shallow water off the coast of Connecticut, its tail at the east end of

Continued on page 2

ARMY TAKES OVER ALL WAR GAS WORK

Technology Professors Aid in Experimental Gas Work of the Chemical Section of the Bureau of Mines.

W. L. SIBERT IN CHARGE

By direction of President Wilson all the activities of the Government concerned with manufacturing poison gas for war and experimenting in the work of devising a formula for a gas more powerful and effective than that used by the Germans will be transferred to the Bureau of the War Department.

Chemists whose services have been utilized by the Bureau of Mines in its Chemical Section in the gas experimentation are Dr. William H. Nicolls of 25 Broad street, New York, President of the General Chemical Company; Dr. F. C. Venable of the University of North Carolina, Professor E. C. Franklin of Leland Stanford University, William Hoskins, chemical engineer of Chicago; Professor H. P. Talbot, of Technology, Dr. Ira Remsen, President Emeritus of Johns Hopkins University; Professor F. W. Richards of Harvard, Dr. Charles L. Parsons of the Bureau of Mines, Dr. Reed Hunt of Johns Hopkins, Professor W. D. Bancroft of Cornell, Professor A. B. Lamb of the Havemeyer Laboratory, New

Continued on page 2

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IN CHARGE THIS ISSUE

R. H. Smithwick '21 Night Editor

SATURDAY, JULY 6, 1918

KEEP OFF THE GRASS!

THE campus of the Institute is a war-time campus. It is not particularly beautiful as it stands, cluttered up with wooden buildings and debris. The only thing that relieves it at all are the lawns around the edges and the park in front. Are you doing your share toward keeping these from looking "run down at the heel"? Your personal share of the task is about ten extra steps a day, the steps it takes to go around instead of across. Keep off the grass.

As we were poring over a musty tome in the Main Library last week we were awakened from our reverie by talking, which, while not shouting, was not by any means muffled. It wrecked our train of thought completely, and suspecting that it was a freshman, new to the ways of a regular library, whom we might take gently by the hand, so to speak, and lead back to the path he should travel. Our astonishment was unbounded when we discovered that it was the Librarian himself, and we were not a little grieved that one in his position should be so thoughtless and so careless.

WAR GAS WORK TAKEN OVER

(Continued from page 1)

York University; W. K. Lewis, Chemical Engineer of Technology; Professor C. A. Hulett of Princeton, Yandell Henderson of the Yale Medical School, and Dr. F. B. Underhill of Yale.

The entire gas experimental work will be under the direction of Major Gen. William L. Sibert, an eminent engineer officer, who was one of Major Gen. Goethals' chief assistants in building the Panama Canal. General Sibert recently returned from France, where he commanded the First Division of the regular army, and was assigned as chief of a special department on gas defense.

President Wilson signed an order on Wednesday transferring the chemical section of the Bureau of Mines of the Department in accordance with the President's decision that measures for the use of gas as a weapon of offense and defense should be co-ordinated under the War Department. Experiments to obtain a war gas better than any used by the enemy and to devise and manufacture gas masks have been divided among several branches of the Government, including the Ordnance and Medical Departments of the army. The most extensive activity in this regard has been conducted by the Bureau of Mines, which established a special chemical laboratory at American University on the outskirts of Washington. About 1,700 American chemists have given the Government the benefit of their advice, experience, and services in this work, and important results are predicted.

In a letter dated June 26 to Dr. Van H. Manning, Chief of the Bureau of Mines, notifying him of the co-ordination of war gas experimental work in the War Department, President Wilson paid a high tribute to the gas defense work conducted under Dr. Manning's direction. Secretary Baker in a letter to the President also testified to the services of the Bureau of Mines in gas defense work under Dr. Manning.

"I do not know," said Secretary Ba-

ker in his letter to the President, "how the work could have been better done than Dr. Manning did it, and the present suggestion that the section now pass under the direction and control of the War Department grows out of the fact that the whole subject of gas warfare has assumed a fresh pressure and intensity, and the director of it must have the widest control so as to be able to use the resources at his command in the most effective way possible. The proposal does not involve the disruption of the fine group of scientific men Dr. Manning has brought together, but merely their transfer to General Sibert's direction."

The President's letter to Dr. Manning reads:

"The White House, June 29, 1918.

"My Dear Dr. Manning—I have had before me for some days the question presented by the Secretary of War involving the transfer of the Chemical Section established by you at the American University from the Bureau of Mines to the newly organized Division of Gas Warfare, in which the War Department is now concentrating all the various facilities for offensive and defensive gas operations. I am satisfied that a more efficient organization can be effected by having these various activities under one direction and control, and my hesitation about acting in the matter has grown only out of a reluctance to take away from the Bureau of Mines a piece of work which thus far it has so effectively performed. The Secretary of War has assured me of his own recognition of the splendid work you have been able to do, and I am taking the liberty of inclosing a letter which I have received from him in order that you may see how fully the War Department recognizes the value of the services.

"I am today signing the order directing the transfer. I want, however, to express to you my own appreciation of the fine and helpful piece of work which you have done, and to say that this sort of teamwork by the bureaus outside of the direct war-making agency is one of the cheering and gratifying

evidences of the way our official forces are inspired by the presence of a great national task.

"Cordially yours,
"WOODROW WILSON.
"Dr. Van H. Manning, Chief, Bureau of Mines, Department of the Interior."

LIEUTENANT A. M. PARSONS '18

(Continued from page 1)



Copyright Boston Photo News Co.

Technology he was transferred to the Cornell school, and then ordered to Tali-ferro Field, where he was commissioned second lieutenant. He is the son of Charles M. Parsons of Gloucester.

ACCURATE MAPS OF THE CAMPS

(Continued from page 1)

Long Island Sound, catching the surges that roll from the broad Atlantic. Rockaway Inlet, Montauk Point, Hempstead and other places familiar to easterners find their way into a story in which the reader is in fancy carried back through the ages and introduced to the natural processes that have made the hills and plains—those products of the colossal glaciers of the Great Ice age—and the sand dunes and shore features, and is then led forward to the realities of present-day civilization and progress.

As they are accurate pictures of the areas covered these maps will be of special significance and value to the soldier. A knowledge of the landscape adds to the pleasure and intellectual development of the tourist, but to the soldier this knowledge is of far more vital importance, for nature, and not man, chooses the line of march and the field of battle. Successful spectacular campaigns have been made possible only through a most intimate knowledge of the topography of the country, for armies reckon not only with armies and with artificial obstructions but with the fortifications of nature as well. The present highly specialized trench warfare along the Western Front in France can be best conducted in areas where the land is composed of deep soil, soft limestone or shale.

As all military manoeuvres are thus dependent on the forms of the land—hills and valleys, mountains and plains—and on the character of the surface—that is, whether it is sandy, swampy, or hard—it is very desirable that even the private soldier should give some attention to the country round about him while he is undergoing his training in a camp in the United States. He may think that France is very different from the United States and that the surface features of the two countries have little in common, but the wider knowledge of geography to be gained by studying these maps would convince him that the surface over which have been waged some of the most sanguinary battles of the present war could be practically duplicated around many of the army camps in the United States. The country near Camp Custer, for example, is made up of irregular hummocky hills separated by lakes and streams, almost exactly like those in the region about the Mazurian lakes in eastern Prussia, in which both a Russian and a German army were practically annihilated. Again, the cliffs and sloping plateaus which are in sight from Camps Sherman and Taylor are similar to those which have played such an important part in the battle of the Marne and at Verdun, and the country about Camps Cody and Travis is a desert similar to that in which the Palestine campaign is being waged. A further analogy is prescribed by the flat plains of tidewater Maryland and Virginia which may be compared with the soaked and sodden plains of Flanders, on which has occurred some of the hardest fighting in the war.

It has always been a matter of wonder with the public and a matter of pride with the Geological Survey that its topographic maps—admittedly the best in existence—are available at a

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cost so trivial, and now the Survey is offering these maps with the special features just described at the same nominal cost of paper and printing. The Camp Sherman and Camp Upton maps are sold at 10 cents a copy. Correspondence should be addressed to the Director of the United States Geological Survey, Washington, D. C.

THE SPIRIT OF THE COLLEGES

The following article appeared recently in an issue of the U. S. Employment Service Bulletin.

Of all the men's colleges and universities which will send their students into farming or some other war production work, none has a better record than Dartmouth College, at Hanover, N. H. Out of a student body of approximately 700, a number considerably less than the normal enrollment owing to the war, but eight men at last report had not enrolled themselves for some war service during the summer vacation months. The spirit which is sending the undergraduates or Dartmouth and our other colleges into the shipyards, munition plants, and onto the farms for the next four or five months finds expression in the following editorial from The Dartmouth, the student newspaper of the New Hampshire college:

"With the report of the latest activities on the western front, individual interest is bound to increase among college men as to what form of work will engage them during the three and one-half months before the opening of the fall term. The problem is a comparatively simple one for those who are seniors or who are over 21 for in nine cases out of ten they will enter some form of Government service. The question is not so easily solved by the man under military age, who must pick an employment for three odd months. But it is certain that no red-blooded college man will spend the summer at golf and tennis.

"Of course, it is safe to assert that each man should seek carefully and choose not for his own convenience and pleasure but for the greatest good of his country. No mere hotel office clerk's job will sufficiently help the situation in which this country now finds itself. There is plenty of good hard work—man's work—which lies open to college men if they will only choose it, and it is their duty to choose the harder and more difficult work if in this way they can accomplish the greatest good. Nor must the men expect wages out of proportion to the service which they render. It may be that wages in some localities will rise to six or seven dollars a day for skilled labor, but a college man does not become a skilled laborer in three months.

TECH—ONE LOYALTY IN WAR TIME

Loyalty in peace times and loyalty in war times are two distinct things. Not much is required to pass the loyalty test when one's country is not at war; a simple compliance with the law is all that is required.

But loyalty in war times is not a passive quality. At such a time one may be without loyalty and still not be disloyal. A person of this type will do nothing either to assist or to harm his country. He will not give himself to his country's service and he will not contribute financial support. Neither will he discourage others from doing this. He will do or say nothing treasonable, and neither will he do or say anything to put heart in the fighting forces or to uphold the Nation in its struggle. He will be simply a passive onlooker. And that is not being loyal.

Our country is fighting in the most desperate struggle of history. It is a struggle so vast and momentous as to demand the most complete support of every one of its citizens. Passive loyalty—the loyalty of peace times—is not sufficient. The brand of loyalty now demanded is the kind that impels one to offer himself and his all, if necessary, that his country may be victorious in the great conflict.

Most of us can not go into the fighting forces; most of us can not enter into these industries directly connected with the war, but all of us can show our neighbors that we have the right brand of patriotism.

Our Government is urging upon us the necessity of saving as an essential to victory. We are told that there is not enough man power and not sufficient materials in the country to win a quick victory if we continue to use this man power and these materials as we did before the war. It is pointed out that there are now more than 2,000,000 men in the Army and Navy, and that by August 1 this number will be increased to 3,000,000, with a steady addition to that number from recruits. These men not only cease to be producers, but they become consumers on a vast scale.

Thus it is that we are urged to buy only those things which we need in order that we shall not use our labor and waste materials and transportation so vitally necessary to the Government in its war work and so much needed in the manufacture of things essential to the health and efficiency of our Nation.

By following the Government's request to produce to our maximum capacity and to consume as little as possible, we shall give practical expression to our loyalty—a militant loyalty, the brand which stamps us as being willing to do our part at home by sacrificing, by getting down to a war basis, by backing up our Government with all our strength. With our money savings we can then buy War Savings Stamps and perform a double service by giving the Government current funds with which to buy the labor and materials so much needed for war purposes which we have refrained from using. That is loyalty.

INCREASED TAXATION

Secretary McAdoo's position relative to taxation for the coming year was frankly and positively stated in his letter to Majority Leader Kitchin of the House of Representatives. He wrote in part:

"We cannot afford to rely upon \$4,000,000,000 only for taxation, because we shall then have to rely on raising \$20,000,000,000 by loans. This would be a surrender to the policy of high-interest rates and inflation, with all their evil consequences.

"If we are to preserve the financial strength of the Nation we must do sound and safe things, no matter whether they hurt our pockets or involve sacrifice—sacrifices of a relatively insignificant sort compared with those our soldiers and sailors are making to save the life of the Nation.

"The sound thing to do unquestionably is to increase taxation, and the increases should be determined upon promptly and made effective at the earliest possible moment."

The Secretary's recommendations briefly are that one-third (estimated at \$8,000,000,000) of the cash expenditures to be made during the fiscal year ending June 30, 1919, be provided for by taxation, a real war-profits tax at a high rate upon all war profits, substantial increase in the amount of normal income tax upon all so-called unearned incomes, and heavy taxation upon all luxuries.



IN WAR-TIME
BUSINESS MEN
SUPPORT ONLY
THOSE ENTERPRISES
THAT ARE NECESSARY.
THE TECH WILL
BE PUBLISHED
THROUGHOUT THIS
WAR BECAUSE
IT IS NECESSARY
TO THE ALUMNI
AND UNDERGRADUATE
ASSOCIATIONS OF
TECHNOLOGY
IT'S TIME TO
SUBSCRIBE AGAIN.

DROP A
DOLLAR AND
A HALF
TO 75 MASSACHUSETTS
AVENUE AND GET
FOR SIX MONTHS.



WAR TIME ROAD BUILDING DESCRIBED BY HOUSTON

Governmental agencies dealing with highway problems fully recognize the vital military and economic importance of the country's roads, according to a letter from Secretary of Agriculture Houston to Arthur H. Fleming, Chief of the State Councils Section, Council of National Defense.

The Secretary, whose department administers the Federal Aid Road Act, stated also that the Government recognizes that it is necessary to construct, reconstruct or maintain roads essential for military and vital economic purposes and to defer action on roads not of this class; and it is desirable, wherever possible, to use local materials for road building and maintenance in order to relieve railroad traffic.

Important highways, as described in the Secretary's letter, include only those utilized, or to be utilized, by the military establishment, those which carry a considerable volume of materials and supplies essential to war industries, and those which have a bearing on the production and distribution of food supplies, connecting population and shipping centers with surrounding agricultural areas.

Attention is called to the formation of the United States Highway Council. This body was suggested by the Secretary to coordinate Federal agencies interested in highway problems. The council is made up of a representative each from the Department of Agriculture, the War Department, the Railroad Administration, the Fuel Administration and the War Industries Boards. It will form a unified agency for dealing, on behalf of the Federal Government, with highway construction, maintenance and policies. It will, of course, through the Office of Public Roads and Rural Engineering of the Department, continue the close contact already established, both formally by law and informally by practice, with the State Highway Commission in each State.

The Office of Public Roads and Rural Engineering and the Highways Council will actively consider the supply, for highway purposes, of road oils, asphalts and other bituminous road materials by the Fuel Administration, and the matter of priority production for highway materials controlled by the War Industries Board. They will also, in contact with the Railroad Administration, aid in securing, so far as practicable, facilities for the transportation of road materials and supplies. Furthermore, the Office of Public Roads and Rural Engineering will act as the medium for furnishing information and assistance on highway problems, especially to State highway authorities in meeting the various difficulties which they encounter.

When the United States entered the war the work of planning State highway systems, so that, as far as necessary and feasible, they would connect with the systems of other States, was well under way. This resulted from efforts to administer the Federal Aid Road Act, so that the roads of vital importance for economic, military and other purposes should first be dealt with. The Federal Aid Road Act—involving an aggregate five-year expenditure, directly and from State and local funds, of \$160,000,000 in addition to at least \$200,000,000 spent independently each year by the States—provides that the States must maintain the roads and that before any money can be expended the roads must be selected and approved and plans, specifications and contracts submitted. It also provides that the Federal Government must inspect the construction of the roads.

HOW ARE YOU BEHIND THE BOYS?

One of Pershing's men, returned from France, was speaking:

"When I left for home," he said, "the boys over there were feeling pretty blue, because they thought that you here in America were not backing them up as you ought. We had a pretty bitter winter over there. The weather was the coldest France has known in years. Many of us were without proper food and clothing. Some even without shoes. None of us were complaining, though, but the feeling that when we were doing so much for you, you were not doing everything in your power to back us up sometimes bit in pretty hard.

"We felt like the little Irishman felt in a Y. M. C. A. hut one evening. A bunch of us had gathered there to listen to a speaker from America. During the course of his lecture he said:

"We in America are behind you boys to a man."

"Then my little Irish friend got up. 'Yes,' he said, 'you're all behind us, all right, a h— of a ways behind—4,000 miles.'"

Are you that far behind "the boys?" If you are move up closer. Put all your energy into this War Savings Campaign. Save to the utmost of your ability and put your savings into W. S. S., and get everyone else to do the same. Make "the boys" in France realize that while the mileage may be great, it is easily spanned by your willingness to help.

MEASURING VOLUME OF RIVERS

The quantity of water that ordinarily flows in a stream and the quantities that flow at times of flood and times of low water are of vital importance to the engineer who may want to utilize the water for power or for irrigation or who desires to study the value of the stream for navigation, as well as to the man who owns land along the stream and who wants to sell his water-power rights. For this reason the Government, in 1888, began to measure the flow of streams in the United States, and since 1895 the bills passed by Congress appropriating money for the work of the Geological Survey have carried an item for "gaging streams."

The results of this stream-gaging work in the drainage basins of the country are issued yearly in water-supply papers published by the United States Geological Survey, Department of the Interior. From these papers the engineer may ascertain not only the volume of the stream and its fluctuations during the year and from year to year, but also its mean and surface velocities, its mean depth, and the water power which may be developed on it.

The results of stream gaging for the year 1916 in the lower Mississippi River basin, including tributaries of Arkansas and Red rivers, are given in Water-Supply Paper 437, just issued by the United States Geological Survey, Department of the Interior. A similar report on the St. Lawrence River basin has been issued as Water-Supply Paper 424, and a report for 1915 on the Missouri River basin, including the Marias, Milk, Yellowstone, Platte, and Kansas rivers and their tributaries, as Water-Supply Paper 406.

These reports include descriptions of the stations at which the measurements were made and tables giving the daily and monthly discharge of the streams. An appendix contains lists showing the gaging stations maintained in the area covered and the publications relating to their water resources.

Water-Supply Papers 406 434, and 437 may be obtained on application to the Director, United States Geological Survey, Washington, D. C.

FIRST SHIP BUILT IN JAPAN FOR THE U. S. IS DELIVERED

The Shipping Board issues the following:

The first of the 45 steel vessels to be built by Japan for the United States Shipping Board has arrived in this country, been accepted, and placed in commission under the American flag. This ship is the Eastern Sun, a cargo carrier of 9,066 dead weight tons. She was built by the Kawasaki Dockyard Co., of Kobe, Japan.

Of the 23 steel vessels chartered from Japan by the Shipping Board, 22 to date have been delivered on this side of the Pacific. They total approximately 145,000 dead-weight tons.

The first million tons of new ships to be built in the United States for the Shipping Board appears to be in sight before the end of June. During the third week of that month the output was five steel vessels, totalling 37,830 dead-weight tons, bringing the grand total of 1918 production up to 924,200 dead-weight tons.

The construction during the first three weeks of June has been 21 ships, or one a day. They total 126,992 tons.

WOMEN CHEMISTS NEEDED.

The Committee on Public Information, Division on Women's War Work, issues the following:

Women chemists are needed by the Government, and also to stabilize the industries by replacing men chemists who have been called into service, according to Capt. Frederick E. Breithut, of the Chemical Service Section of the National Army. This call is so urgent that he has asked the woman's committee of the Council of National Defense to co-operate with the Army Medical Department in making a census of all the available women chemists in the country.

FOUND ARTICLES

The owners of the following articles may obtain their property by applying at the office of the superintendent of buildings and power, Room 3-005, with a complete description of the missing things: One copy of "Elementary Lessons in Electricity and Magnetism"; one copy of "General Chemistry"; one folding lunch box; one small black notebook; one black purse; one gold signet ring, initials M. R. (?); one silver Signal Corps ring; one plain gold ring.

C. E. Turner '18 has been chosen by the Shipping Board to be sanitary engineer in charge of District No. 1. This places him in charge of the sanitary arrangements and housing of the 75,000 employees of the shipyards from Maine to Connecticut. After his graduation Mr. Turner served as instructor and assistant in the department of biology and public health.

SLOGANS

If you actually knew that by buying only those things you absolutely needed and by putting your savings into War Savings Stamps you could save lives, would you do it? Take the word of the President that you do save lives when you do this.

There are those people who claim to believe you can waste things and also have them to use for war purposes.

Secretary McAdoo says: "The progress of the war demands constant and increasing sacrifices." What are you sacrificing in order to buy War Savings Stamps?

Save to the utmost of your ability and buy War Savings Stamps so that the German thing may be kept out of America.

Most people in the country, despite the fact that we are at war, are making more money than ever before. That is all the more reason why we should save now and buy War Savings Stamps. We have the opportunity to help the Government and to provide for our own future.

Buying War Savings Stamps and Liberty Bonds is not only the safest investment that can be made but the easiest and most direct way to aid your Government.

HYDRAULIC SHOP EQUIPMENT

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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 you spread his lies of disasters to our soldiers and sailors, gross scandals in the Red Cross, cruelties, neglect and wholesale executions in the 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 across No Man's Land. In your hands are two powerful weapons with which to meet him—discretion and vigilance. Use them.

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PRODUCTIONS OF NITRATE PLANTS

Within a month the first of the Government's big nitrate plants is expected to be in operation, and this will draw from the air much of the nitrate supply previously obtained from ammonia. For this reason the demand on ammonia will be eased. Never before in history has there been such cumulative demand for ammonia.

Reports reaching Washington show that the manufacturers are meeting with more than expected success in their efforts to conserve the ammonia supply. One of the largest plants in the country has reported that in a single month in 1918 its consumption of ammonia was less than 50 per cent of normal. While it is not thought that such a high percentage of saving could be obtained generally, it is confidently believed that consumption can be decreased at least 40 per cent by a slight cut in the demand of explosive manufacturers. This would make it possible to fill all necessary demands from our present supply.

If every resource of the country is now made available, a victory and a righteous and enduring peace will be gained the quicker.

GOVERNMENT RAILROADS

The general policy and purposes of the Railroad Administration as announced by Director General McAdoo may be briefly summarized as follows:

First the winning of the war, to which everything must be subordinated; second, the service of the public, which means maintenance and improvement of railroad properties so as to provide safe and adequate transportation facilities at lowest cost; third, the promotion of sympathy, understanding, and cooperation between the administration and the 2,000,000 railroad employees and the 100,000,000 patrons, which latter includes every individual in the Nation; fourth, the application of sound economics, including elimination of superfluous expenditures, payment of just wages and just and prompt compensation for injuries, economical purchase of material and equipment and approved devices for saving life and labor, economic routing of freight and passenger traffic, intensive employment of all equipment, and careful record and scientific study to secure the greatest efficiency.

The Director General states that while the development of this policy requires time, great progress has been

made toward the desired goal. He commends heartily the intelligence, public spirit, loyalty and enthusiasm of the members of the Railroad Administration and the officers and employees of the railways.

URGE FRENCH METRIC SYSTEM

Recently we have been strongly urged to adopt the French system of measurement in this country, as opposed to the English scale now in use, comments a writer. The war has made us familiar with such terms as millimeter, centimeter, kilometer and so on. It is urged that the metric system of the French is much superior to the English. The English themselves are awake to this fact, and there has been a similar movement in England that has gained more strength than its counterpart in America.

An English engineering journal, in supporting the plan, states that since 1840, 34 countries have given up their standards of measurement to adopt the French system, and that not a single nation has adopted the English method in all that period. It also is pointed out that no fresh system of measurement has been brought forward. The French plan is so exact and easy of manipulation that it leaves little chance of improvement.

WILD ANIMAL SHIPMENTS

Yellowstone National Park is growing in importance as a propagating and distributing center for certain kinds of wild animals. During February last 55 elk, 13 of which were bulls, were shipped to points in four States—Idaho, Illinois, Texas, and Minnesota. The Yellowstone contains more wild animals in a state of nature than any other preserve in the world. It is the policy of the Department of the Interior to part with superfluous elk, male buffalo, beaver and bear to Federal, State county and municipal authorities, for exhibition and propagation where laws exist which will properly protect them.

PRODUCTION OF FELDSPAR

The production of feldspar in the United States in 1917 amounted to 126,715 long tons of crude material, valued at \$474,767. Eight States—North Carolina, Maine, Maryland, New York, Connecticut, Pennsylvania, California and New Hampshire, named in order of magnitude of their production—contributed to this, the largest output ever recorded, it being 4 per cent, 42 per cent, and 7 per cent, greater in quantity than the amounts for 1914, 1915 and 1916, respectively.

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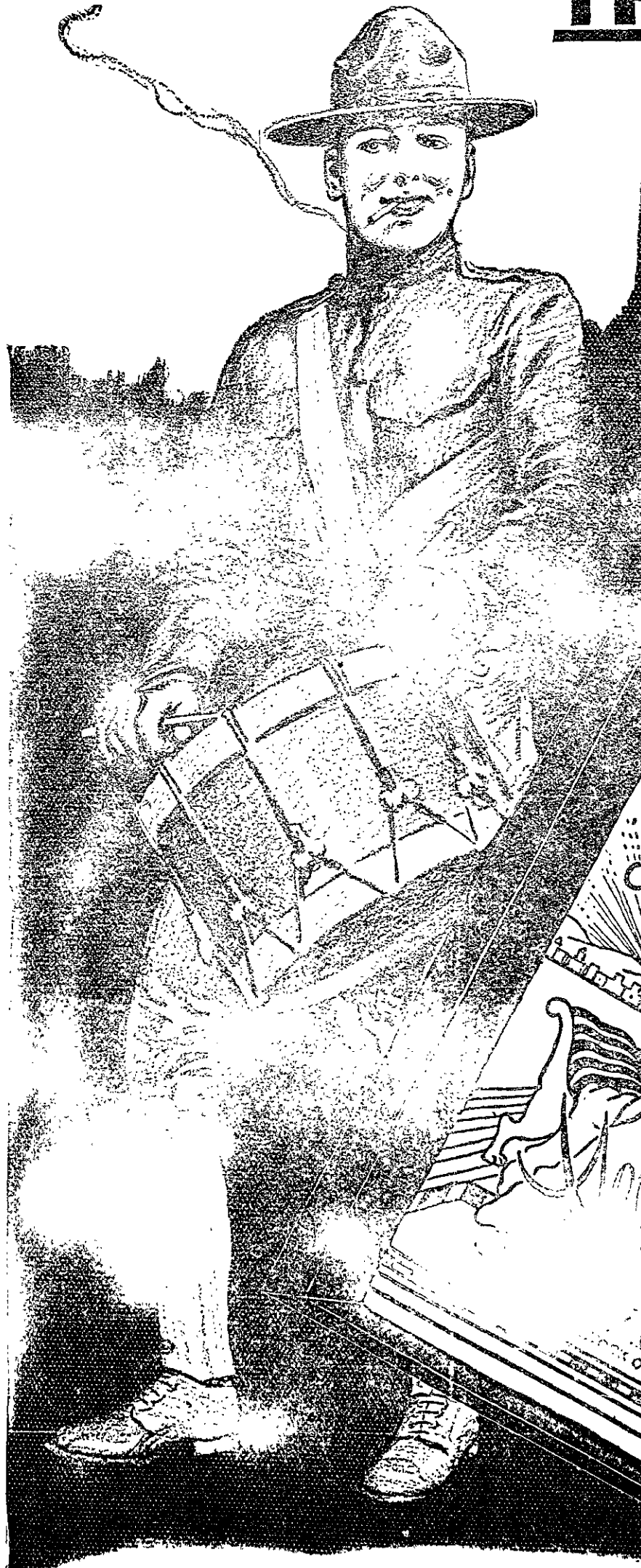
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