

## GRUNSFELD '18 GIVEN ARCHITECTURE AWARDS

Technology Man's Design For A Treaty of Peace Monument Is Awarded American, French and Rotch Prizes

### CITADEL TO HOLD PEACE TREATY

Ernest Alton Grunsfeld, Jr., '18, a graduate of the Architectural Course, has just been honored by France and America, in consideration of his architectural plan for a monument to Allied victory. The plan which was submitted by him won great favor in the eyes of



ERNEST A. GRUNSFELD, JR. '18

critics and brought the designer three important awards.

The competition required the drawing of a design for a monument wherein the treaty of peace that is sure to come after the Allies have defeated the Huns could be deposited. The Institute plan was to present an architectural problem that would thoroughly test the ability of the students in meeting a difficult situation.

Grunsfeld's design was of a fine monument of pyramid type and a bird's-eye view of the imaginative citadel, to be erected on a hill in Belgium in the center of the German devastation. The awards were made on the basis of how well the students showed their train of thought on the problem.

Grunsfeld was awarded the gold medal of the Societe des Architectes Diplomes par le Gouvernement Francais, awarded in competition with the combined senior

(Continued on page 3)

## PLATTSBURG STUDENTS OBTAIN CERTIFICATES

At Plattsburg Barracks, N. Y., on July 6, Col. Clarence E. Dentler, U. S. A. commander, signed certificates of recommendation awarded to 205 New York and New Jersey students and to 330 from the New England States who have been undergoing a course of training at the Plattsburg camp. "The value of these certificates, which show the rating given in each individual case for military performance," said Colonel Dentler, "is that it is a guarantee from the Government that the holder may be enrolled in future officers' training camps for the completion of his military education, he having been selected at this camp as capable of making an acceptable officer after a most careful examination of his papers of rating." Each certificate has notations fitting the individual and the certificates were made in three classes, Class A, B and C, the A and B men standing the earliest chance of being commissioned second lieutenants in the National Army, after they have had three months' more training at an officers' Reserve camp. The War Department has ordered a second camp to be held from July 18 to Sept. 16. Volunteers for this camp already number over 700. The next camp is to have an enrollment of 4,500, and it is announced that the age limit will be from eighteen to forty; all applicants to be college students and men who have had a college education.

### MAJOR COLE IMPROVING

The condition of Major Cole, U. S. A. Retired, Professor of Military Science at Technology, is reported as very much improved according to the statement given out yesterday at the Brooks Hospital, Brookline.

The Major has been in a very serious condition since June 6, when he was operated upon for appendicitis, but at present is said to be resting comfortably. He has been in relatively poor health for some time and took a leave of absence under doctor's care before the close of the school year.

## CLEOFAN ENTERTAINS

### Institute Co-Eds Welcome New Women Students

The twenty-one women students who have enrolled for the summer courses at the Institute were informally entertained last week by the members of Cleofan. The Technology Women's Association was represented by Miss Mabel K. Babcock '08, Mrs. Frederick I. Ford, and Miss Isabel Hyams, who extended a welcome to the new young women on behalf of the Association. After a cordial welcome, Miss Babcock spoke of her work in training supervisors for farm work and for reconstruction after the war.

Two of the former members of Cleofan who happened to be in town assisted in making the new young ladies feel at home. Miss Elizabeth M. Fennessey '18, former president of Cleofan, now studying in the Government concentration school of public health at Mount Holyoke College, and Miss Clara V. McWhirk '17 is about to leave for France as a bacteriologist with a Red Cross Unit, both spoke briefly of their work.

Miss Celeste Johnson Brennan '19, recently elected president of Cleofan for the coming year, presided, and was assisted in serving refreshments by Miss Florence Fogler '20, and other members.

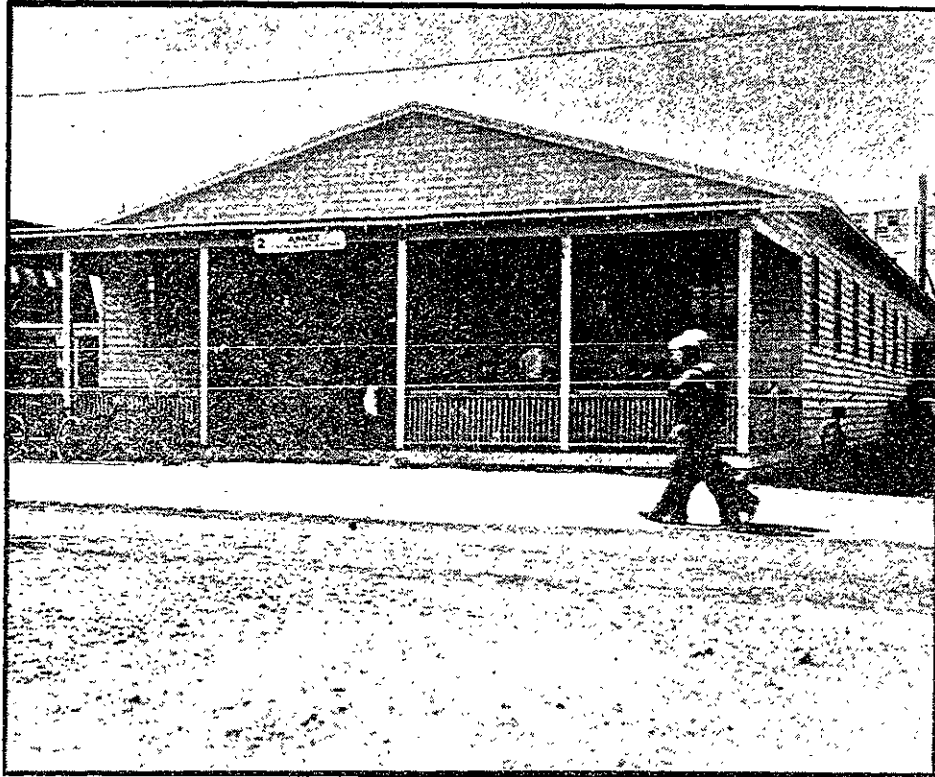
The following is a list of the young women who have just registered in the Institute's new Government course for laboratory technicians in the Army base hospitals and in other courses in which they will prepare for war work. Radcliffe—Misses Harriet T. Proctor, Elsie L. Whitney, Rhea R. Fuller, Priscilla A. Throp, and Isabel Coolidge, all in the Public Health course. Wellesley—Misses Jane M. Furber, Catherine Atwood, Louise N. Batt, and Miriam Dean, all in the Public Health course. Smith—Miss Marian F. Taylor, Public Health. Vassar—Misses Harriet St. Clair, Chemistry, and Edith Clark, Electrical Engineering. Simmons—Miss Anna Jane Davis, Public Health. Teachers' College—Miss Ruth McNary Smith, Public Health. Newton Hospital Training School—Misses Helen C. Adams and Martha A. Wallace, Public Health. Walnut Hill—Misses Miriam L. Shaw, Mechanical Drawing, and Julia S. Coolidge, Public Health. Oberlin—Miss Amy E. Hale, Public Health. Vanderbilt University—Miss Dorothy Tibbets, Chemistry. Mount Holyoke—Miss Janet K. Lewis, Public Health.

### CREW LOSES TO WEST LYNN

In the closing senior eight-oared race of the season the Technology crew lost to the West Lynn Boat club last Saturday at the Lynn Bay Regatta. The race was an interesting one and both eights rowed well. The Technology crew led at the beginning, but was passed by West Lynn at the half-way mark. Technology spurred and soon regained the lead, but West Lynn passed the Institute men again, and Technology was unable to capture first place in the final sprint.

The lineup in Saturday's race was as follows: Stroke, R. Hackett '19, 7. M. Untersee '19 (Capt.), 6. E. B. Murdough '19, 5. J. J. Falkenberg '19; 4. E. Merrill '21; 3. A. Wason '20, 2. B. H. Sherman '19; 1. D. Webster '19; coxswain, E. Webber '19.

## Annex Supplements Walker Memorial Aviation Barracks



(Copyright Boston Photo News Co.)

ANNEX TO TECHNOLOGY NAVAL AVIATION SCHOOL BARRACKS

AFTER turning the Walker Memorial into a barracks and administration building and taking over the Tech Block for use as a Receiving Ship, the Technology Aviation School was still in need of more room to quarter its ever increasing number of men. This demand was met with by the construction of a new barracks which is located on the Institute grounds bordering Ames Street, back of the Walker Memorial and along the east side of the Service Building, which now furnishes class rooms for the Naval Aviation School. The building is a wooden structure one hundred sixty-three by forty-three feet, the standard size for a barracks accommodating two hundred men. It is furnished with one hundred double deck beds, the same as are used at the Walker Memorial and the Receiving Ship. The plans have been made such that still other barracks may be erected if necessary.

### NAVAL AVIATION STUDENT HURT

Lieutenant Wilder C. Clark of Cambridge, a graduate of the Technology Naval Aviation School, and Lieutenant John Ekblon of Mt. Vernon, N. Y., were injured when an airplane in which they were flying at Scott Field, fell from a height of about one hundred feet. Lieutenant Clark was but slightly injured, but the condition of Lieutenant Ekblon was reported as very serious. The cause of the accident is unknown.

The parents of Lieut. Wilder C. Clark, Mr. and Mrs. Murdock M. Clark of 38 Arlington street, Cambridge, received a telegram from their son yesterday in relation to his accident, saying that he was only slightly hurt, and that he would write them later in the day.

Lieut. Clark was a sophomore at Harvard early this year, when he enlisted in the flying corps. He was trained at Tech and at Princeton, commissioned at Camp Dix, N. Y., and has been for some time instructor at Belleville, Ill.

### LIEUTENANT RUGG IS CALLED INTO ACTIVE COAST DEFENCE

Lieutenant Rugg, who has been instructing the Technology R. O. T. C. in coast artillery work during the winter and took Major Cole's place as the head of the Department of Military Science at the Institute, has been called to Fort Warren to return to active duty in the Coast Defense. He was summoned to report to the commander at Fort Warren on July 5th, but on account of Major Cole's illness and the extra work of making preparations for sending some of the students to the Plattsburg Camp, he has been allowed to stay two weeks longer. There is a great shortage of officers in the Coast Artillery, and the commander has been obliged to put many of the instructing officers into active duty.

## 2335 MEN IN SERVICE

### M. I. T. War Service Auxiliary Reports to July 1st

Two more Institute Alumni have been killed during the past month, making the total known loss 38, according to the report of the Technology War Service Auxiliary. The following tabulation is that of July, and indicates the increase since the count of June 1:

Men in service 2335, increase is 54; Foreign service 618, increase is 49; Aviation 391, increase is 9; Navy 470, increase is 11; Officers 1456, increase is 34; O. T. C. 159, increase is 8; Inspectors or Instructors 112, increase is 3; Ambulance, Red Cross, etc., (A. E. F. 57, increase is 2; Lieutenant Colonel or higher 32, increase is 1; Cited for bravery 15, increase is 0; Deaths 38, increase is 2.

### NAVAL MEN GUESTS AT HOTEL DANCE

Naval Aviation and Radio men were the guests several nights ago of the Boston War Camp Community Service, at the first of a series of hotel service dances, held in the Vendome. The committee in charge included Mrs. A. Lincoln Filene, Guy D. Carrier, Mrs. Evelyn P. Coe, Mrs. James J. Storrow, Mrs. George R. Fearing, Jr., and Mrs. John Prince. Those present included Mr. and Mrs. Robert Woods, Rufus D. Smith, Miss Julia G. Locke, Miss Margaret L. Starratt, Miss Esther Conant and Miss Ethel Hobart.

When one of our soldier or sailor boys makes the supreme sacrifice we say he died doing his duty. When one of us ver here buys an interest-bearing Government security we want to be called patriot. Let's buy War Savings stamps to help our country and not be glorified.

## 35 TECHNOLOGY MEN IN SIXTY-DAY CAMP

R. O. T. C. Students Will Leave Today and Next Saturday For The Second Summer Plattsburg Camp

### COURSE ENDS IN SEPTEMBER

About thirty-five Technology students will depart today and Saturday for the sixty-day training camp at Plattsburg. These young men have been selected from the two R. O. T. C. units at the Institute and will return late in September to continue their studies under the officers who will give military instruction to the students.

The general plan of the sixty-day training camp is a part of the new movement to place military studies in all colleges. Men from Technology, Harvard and the Massachusetts Agricultural Colleges are eligible, as these colleges have R. O. T. C. units. The men will be temporarily enlisted, will receive housing, uniforms, subsistence, equipment and transportation at the rate of three and one-half cents a mile to and from the camp. In addition they will receive the regular private's pay of thirty dollars a month.

The following students will represent the Institute at this camp: E. T. Adams '21, G. H. Atkinson '21, Wm. F. Atwood '21, A. E. Bachmann '21, F. W. Binns '21, Wm. F. Boucher '21, E. R. Clark '21, R. S. Clark '21, H. D. Cook '21, C. M. Cohen '21, F. H. Dyke '20, L. Evans '21, G. O. Ekwall '18, H. D. Griswold '21, A. J. Hanley '21, P. L. Hanson '21, T. F. Harvey '20, S. Johnson '21, P. F. Lovedan '20, F. W. Lawton '20, F. D. Lyman '21, T. L. McMahon '21, Wm. D. Morrison '21, A. W. Morse '21, H. K. Nock '21, O. F. Officer '21, R. C. Poole '21, J. W. Shepard '21, R. H. Skinner '21, C. D. Sullivan '21, L. W. Trowbridge '21, S. W. Vadner '21, A. B. Wason '20, K. E. White '20. The men will leave in two groups, about ten today and the rest on Saturday.

### TECHNOLOGY AVIATOR IS KILLED IN SEAPLANE FALL

Louis P. Mutty, a chief quartermaster in the Naval Aviation service, who recently was a student at the Technology Naval Aviation School has been killed in a seaplane accident at Miami, Fla., according to information received by the young man's relatives yesterday.



QUARTERMASTER LOUIS P. MUTTY

Although no details of the accident were included in the telegram, it stated that young Mutty received a fracture at the base of the skull, which probably caused his death. The young man was a resident of Port Townsend, Wash. He was a graduate of the Washington State College.



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IN CHARGE THIS ISSUE

- Carole A. Clarke '21 Night Editor

WEDNESDAY, JULY 17, 1918.

"CONCERNING M. I. T."

DID you know that all these aviation students and Army School men feel that they are just as much, if not more, a part of the Institute than we are? Their officers say they are stationed at Technology, the men say they come from the Institute, and even in the news heads we have it that "Technology Flyer Brings Down Boche Plane." We did not want to comment with pride upon the Institute's hospitality and on the spirit of the student body; we merely mention it as one of the reasons for getting out a "Concerning M. I. T."

The last one of those useful volumes was published in 1913. It might almost as well have been struck off in the Ark. Those books were useful articles, and it is time we get out another volume. As its name would seem to indicate, it takes up a discussion of Technology, its undergraduate affairs, societies, athletics, fraternities, and more; its professional side—advice in the choice of course and the scope of the work. The 1918 volume would contain accounts of our army and navy schools, and our military organizations. We would suggest the liberal use of pictures as an additional feature.

These books are distributed gratis and the expense of publishing them is paid by advertising. It will be a wonderful thing for Technology to be placed before the nation in so clear and authoritative a light. Such a book will have a national circulation, for all the Army and Navy School men will welcome it to send home, which "home" embraces our entire nation. All this is quite aside from its normal circulation among freshmen and freshmen-to-be.

—M—I—T—

THE TECH announces the following elections: Eugene R. Smoley '19 to the position of Advertising Manager, George W. Cann '19 to the position of Circulation Manager, Alfred Hough '19 to the position of Assistant Circulation Manager, and Frederick Adams '21 to the News Staff.

—M—I—T—

A popular sign seen in every corner of the country says, "Serve just enough—Save what is left." We ask you as man to man how much is left if you serve just enough. In our opinion this sign was meant to read thusly: "Serve just enough—and don't eat that much."

—M—I—T—

We have noticed that since the new hostess ship went into commission the affectionate couples who used to drape themselves about the great court between seven and nine are not so much in evidence.

—M—I—T—

By the way, while we are on the subject an observation station and a few guns mounted on the roof of the main building would not be half bad, and besides there is something to protect here.

MARINE ENGINEERS ARE NEEDED IMMEDIATELY

There are opportunities for several first and second assistant marine engineers for duty in the United States Shipping Board service, and qualified men are asked to report to Harrington Pike, Boston agent of the Free Sea Service Bureau, at 173 Milk Street, Boston.

Through the efforts of the Boston office, the Shipping Board Service has equipped four new ships designed for coastwise service with their entire crew personnels, including masters, deck officers, crew, engineer officers, fireroom force, stewards, cooks and messmen. Several other ships are nearly ready to receive their crews and several more are about ready to come off the ways.

The hostess house on Border street, East Boston, for men in the Shipping Board service, was opened recently with Mrs. Charles Francis Adams in charge of the work. It is operated by the Greater Boston Women's Committee co-operating with the Young Men's Christian Association, and is the first house of its kind in this vicinity.

The quarters are in a two-story house that has been completely remodeled, and it is intended for the use of merchant marine apprentices on the S. S. Meade, the Calvin Austin, Governor Dingley, and Governor Cobb.

PERSONALS

Everett B. Johnson '16, Public Health Course, who is now Chief Sanitary Inspector with the United States Public Health Service in Montgomery, Alabama, writes to Professor Sedgwick, "I trust that work at Technology is going on well, and that you are turning out some good men to help us in this important work."

You know how bad conditions are with respect to malaria in the South, and what energetic measures are needed to cope with them. I believe that this work is as important as anyone not physically fit for full service can get into, and as we can not get men enough to take charge of the work at all the camps, there would seem to be a great opportunity here for Technology men not quite up to the standard physically, yet thoroughly patriotic and wishing to serve where they can be of the most use in the war. Technology men who have studied with you are fully capable of undertaking this work, and can make a splendid success of it.

"I trust that you will call the attention of any men suitable for this work to this opening, for I feel that I can not over-emphasize the importance of the work, or the opportunity it affords to recent graduates unable, because of physical or other reasons, to do their work with the Army."

Lieutenant Paul Harrington Duff '16 Coast Artillery Corps, U. S. A., now serving with the American Expeditionary forces in France, has been promoted to captain, according to advices recently received by his parents, Mr. and Mrs. John Duff of Dexter Row, Charlestown.

Capt. Duff was born in Charlestown twenty-three years ago. He was graduated from the Warren School in Charlestown, from Boston Latin School in 1912, Technology in 1916 in the Biology and Public Health Course, and completed one year in the Harvard Medical School before taking an examination for the Coast Artillery Corps.

He passed the examination, was com-



CAPTAIN PAUL H. DUFF '16

missioned a second lieutenant and assigned to Fort Monroe, Va., for overseas duty. While there he was promoted to first lieutenant and in December, 1917, went to France, where he has been connected with a heavy artillery school for three months. He has since been appointed chief instructor of the Orientier Artillery School, which has been in existence more than 100 years.

While at the Institute Captain Duff was prominent in undergraduate activities. In addition to his excellent record as a student. He was a member of the Chemical Society, Civil Engineering Society, Officers' Club, Boat Club, Catholic Club, Biological Society, Pasteur Club, Technique Electoral Committee, Junior Prom Committee, Class Governing Committee, Officer in Cadet Corps, and Summer Camp Secretary. He was also interested in athletics, being a member of the class football team and class crew. He is a member of Theta Xi Fraternity.

Lieutenant Henry Pinkham '16 has recently received his commission in the Aviation Corps, after completing his course of instruction at the Cornell School of Military Aeronautics and his flying practice at Chanute Field. Lieutenant Pinkham took a position as the assistant mechanical engineer in the Submarine Boat Corporation, in which capacity he was employed until last fall, when he enlisted in the Aviation Section of the Signal Corps and sent to train at Cornell University.

Ralph W. Eaton, of the Class of 1903, has recently been appointed public service engineer of Providence, R. I., in the place of Mr. Brunet, who retired. Eaton has been an electrical engineer on the Shore Line Railway of Connecticut for the past five years.

They also serve who buy War Savings Stamps—if they save and buy to the utmost of their ability, and buy in time.

SHIPYARD NEWS

THE TECH'S Camden Correspondent Portrays Shipyard Life

"The entire bunch of Technologists who are here building ships are still traveling at a dizzy rate despite the fact that they have worked hard and steady for one long month, emphasis on the long. It is undoubtedly due to the reaction of leaving a slow paced city like Boston and coming to a real place. Camden, although backward in recent respects, can surely be said to be right there when it comes to speed. This has effected several of the fellows and it has been necessary to hold them back a little. The proximity of Atlantic City and of Washington add to the difficulty of restraining them, so it is quite a job."

"I suppose that by now the other fellows in the respective shipyards have regretted not coming to a regular shipbuilding yard such as the New York Shipbuilding Co. The plant in itself is acknowledged to be the best equipped in the country, Bath not excepted; and the workmen engaged in it, including our lunch are the best to be found anywhere. Why, they are so industrious that out of the eight hours they are supposed to work they only sleep about six. Without throwing bouquets at ourselves, I can truthfully say that we are an exception to this, for we are new at the business and they will not permit us to loaf. Wait until we are regulars, though, and we certainly will make up for lost time."

"All the fellows are making good wages, none receiving less than forty and one-half cents per hour, and the majority making forty-six cents. It depends on which department you are in, as to how much you receive. I note in THE TECH that the Fore River delegation is passing rivets at thirty cents per hour. They should not expect any more, for anyone can pass rivets, but all of us down here are getting paid for what we know (?). At least, we thought we were at first, but we were sorely disappointed. If we received wages in proportion to the ability we displayed we would owe the company money each week."

"Several of our men have been placed in positions where a certain amount of technical training is required but these are few and far between. R. H. Remington '21 and M. F. Farren '21 are working in the drafting room. Their lettering is reported to be of the highest class, due undoubtedly to the earnest efforts of Mr. Gracey. Stose and Hayward both of the class of '21 are in the Civil Engineering Department checking materials. The yard is being enlarged considerably, and several new ways are being constructed so they are assured of being kept on the jump. J. F. Britton '21 and J. E. T. Sandberg '21 are in the mold loft. A. E. Hamilton '21 and F. J. O'Neil '21 are in the engine installation department. J. G. Hoover '21 and E. S. Young '21 are shipfitters' helpers, H. W. Hillis '20 is in the Electrical Department, while F. A. Lloyd '21 is a third-class outside machinist."

July 4th was a big day down at the yard, it being a holiday as well as launching day. Only one ship, an eight thousand ton freighter, was launched since three had slid down the ways during the previous week; but there was a large crowd attracted nevertheless.

"There were so many places to go to around here that it was really difficult to decide where to go. Several stayed at home to rest up after the strenuous week, and the others went to various pleasure resorts. Johnson and myself went down to Mt. Vernon to hear President Wilson speak. We got in next morning after four and went to work at six. Has Bath or any of the other places beat that for speed?"

"I notice that the Fore River correspondent bemoans the scarcity of girls. There are so many down here that we can spare a few to the other yards. You may talk of the prettiest little spot in God's green world being at No. Weymouth, Bath, Bridgeport or at any other place, but believe me when you go down on the beach at Atlantic adorned in your best bathing suit, and girls galore, you want to forget Tech and everything else. Of course, one of the other fellows, a lad of estimable character and reputation, confided this opinion in me so I am speaking in the impersonal sense. Even our mascot, "Little Sandy," has been effected and talks of keeping dates."

"Living conditions down here are about as good as the average. We all live around the Y. M. C. A., and gather there after our day of toil. Five live next door to the Y. M. C. A. with Dr. McAllister, whose son graduated from Technology a short while ago. He has been very nice to all of us, and his daughter introduced the fellows to a bunch of Camden beauties."

"All of us have been watching the news from other shipyards with intense interest, but have not noticed them doing anything unusual. Why only the other day we installed the engines in a ship five hours after laying the keel. Which

yard has beaten that record? None, and they will not either, for we can tell them better than that, if necessary. Of course, we have had difficulty in breaking several fellows of their habits acquired in Boston, or we could not have made such an unusual record. Only the other day we were dining, a few squares (pronounced "squaws" in Camden dialect) down the street, and the waitress announced that for breakfast food they had "Post Toasties" and "Shredded Wheat." Of course, a Bostonian had to pop up and said that he would take "Grape Nuts." However, by the time we get back to school, all of us will be broken of all our eccentricities and inured to the tasks of study.



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### GRUNSFELD '18 WINS PRIZES

(Continued from page 1)

and post-graduate classes of the Institute; the gold medal of the American Institute of Architects, regarded as a great honor among architects; the Rotch prize of \$200, the gift of Arthur Rotch to the member of the graduating class having the best general record.

The successful student is 21 years old. At an early age he showed his preference for architecture, and in his preparation at Columbia Grammar School in New York and the Phillips Exeter Academy, his interest in the subject predominated.

He has taken a large part in Institute activities, especially those connected with his course, serving faithfully as Art Editor of Technique 1918 and the Technology Monthly, and as Scenery Director of Tech Show 1918. He was also an Associate Editor of THE TECH, and a member of the Institute, Bulletin Board, Tech Night and Pow Wow Committees. He was a member of the Architectural Society and the Exeter Club.

Grunsfeld is a member of Tau Sigma Delta, the international honorary architectural fraternity.

### STATUS OF Y. M. C. A. WORKER WHO MAY BE TAKEN BY ENEMY THAT OF A PRISONER OF WAR

Entitled to Same Rights as Soldier Says Judge Advocate General

A memorandum dealing with the status of Y. M. C. A. workers in France has been prepared by the office of the Judge Advocate General. It was prompted by an inquiry from a man preparing to go to France in that capacity who said he had been told that in case of capture by the Germans Y. M. C. A. men would be considered as noncombatants aiding the enemy, and as such would be shot. This man sought to ascertain the effect of legislation by Congress providing for the recognition of Y. M. C. A. workers in some sense as combatants, so that they might have the same chance as soldiers.

### Considered Prisoners of War

In the memorandum the Acting Judge Advocate General says that Y. M. C. A. workers are entitled to be considered prisoners of war in case of capture. They are warned, however, against actions of a warlike nature and are cautioned to carry a military certificate identifying them and indicating the nature of their service.

The memorandum follows:

It is true that captured soldiers incur no liability to be executed by reason of having participated in combatant service. The same is true of those captured Y. M. C. A. workers who have pursued exclusively their appropriate work. Y. M. C. A. workers or other civilians should engage in actual combat, they would subject themselves to the danger of being executed. The principle is simple that only soldiers have the right to engage in warfare.

### Difficult to Draw Line

No doubt it is difficult to draw the line distinguishing service which is combatant from that which is noncombatant. However, there is no difficulty whatsoever in saying on which side of the line Y. M. C. A. work lies. That is the reason why men who conscientiously object to shedding blood and even to wearing a military uniform find no difficulty in becoming Y. M. C. A. workers. As the Y. M. C. A. is useful, to place it upon such footing as to exclude such conscientious workers would inflict a damage upon the Army. To clothe Y. M. C. A. workers as if they were fighters would be to place upon them a statement which is inaccurate. The result would be of no benefit to them, and it would be to the serious detriment of the Army.

### Quotes From Hague Convention

Prisoners of war are discussed in the regulations respecting the Laws and Customs of War on Land, annexed to the Hague Convention No. IV of 1917. Article XIII covers the present problem. It says: Individuals who follow an army directly without belonging to it, such as newspaper correspondents and reporters, artists, and contractors, who fall into

the enemy's hands and whom the latter thinks expedient to detain, are entitled to be treated as prisoners of war, provided they are in possession of a certificate from the military authorities of the army which they were accompanying.

### German Army Instructions

The instructions issued to the German Army are substantially to the same effect, viz. (Morgan's German War Book, 98-99):

In the train of an army it is usual to find temporarily or permanently, a mass of civilians who are indispensable to the satisfaction of the wants of officers and soldiers or to the connection of the army with the native population. To this category belong all kinds of contractors, carriers of charitable gifts, artists, and the like, and above all, newspaper correspondents, whether native or foreign. If they fall into the hands of the enemy they have the right, should their detention appear desirable, to be treated as prisoners of war, assuming that they are in possession of an adequate authorization.

### Pass Indispensably Necessary

For all these individuals, therefore, the possession of a pass issued by the military authorities concerned, in accordance with the forms required by international intercourse, is an indispensable necessity, in order that in the case of a brush with the enemy, or of their being taken captive, they may be recognized as occupying a passive position, and may not be treated as spies.

In the grant of these authorizations the utmost circumspection should be shown by the military authorities; this privilege should only be extended to those whose position, character, and intentions are fully known, or for whom trustworthy persons will act as sureties.

### Warned Against Warlike Actions

For the reasons given, Y. M. C. A. workers should be warned against actions of a warlike nature, and should be cautioned to carry a military certificate identifying them and indicating the nature of their service.

### NEW MACHINE REVEALS AIR RAID EFFECT ON THE NERVES

How an air raid starts the nerves jumping has been determined exactly by Dr. A. D. Waller of London, who has devised a gauge for determining the effect on individuals of physical and mental stimuli.

He discovered that the resistance of the human body to an electrical current varies under nervous excitement. From a normal resistance—measured in ohms—the electrical unit of resistance—of 60,000, the resistance dropped to one-third, under the excitement of an air raid.

The machine consists of a moving chart, governed by clock work, on which the varying resistance is noted; this is actuated by the current from two dry cells, passed through the palm of the hand, and gauged by a delicate galvanometer.

### Value to Science

By extension of his experiments, Dr. Waller believes it will be possible perhaps to determine scientifically what individuals are best fitted, nervously and physically, for great nervous strains, such as aviators are subjected to. Dr. Waller says:

"From many experiments made on different subjects, besides the big variation in actual resistance, there is a marked difference in emotive response; also in the change of resistance which takes place during an experiment, and in the response of the subject to the same stimulus at different stages of the experiment. In some individuals a greater physiological change may be caused by an imaginary than by a real excitement. This is especially the case in imaginative subjects, such as members of the literary, artistic and scientific professions. A very interesting record is given of the response of a subject taken during an air raid.

"It would be of extreme interest to know the nature of response in series of subjects who have successfully withstood many nerve-trying ordeals—as for example, the fighting air pilots. It is possible that this test would be of value in special cases in the selection of air-pilots, and also invaluable to the military authorities as an adjunct to the

ordinary medical examination in classifying doubtful 'nerve' cases, e. g., shell-shock, neurasthenia and malingering."

### NEW STUDENTS' TRAINING CORPS PLAN IS PROPOSED

The Adjutant General's Office issued on July 8 a complete program of the War Department's plans for the new Students' Training Corps, the first step in which will be the conducting of three training camps to fit undergraduates and members of the faculties of colleges and technical schools to act as assistant instructors in these new corps. These camps will be held at Plattsburg, N. Y.; Fort Sheridan, Ill. and the Presidio, San Francisco, and will be open on July 18, continuing until Sept. 18. The camps will be conducted with a view to teaching the attendants to give military instruction to students at colleges and technical schools that come within the provisions of the new plan. According to these provisions only colleges which can provide an enrollment of 100 or more able-bodied students over eighteen years of age can maintain a Students' Training Corps unit, these to be Infantry, Field Artillery, Cavalry, etc., as the War Departments desires. The enlistment contract of all students at these colleges or schools will constitute them members of the Army of the United States subject to active service at the call of the President, although it will be the policy of the Government not to call members of the S. T. C. units to active duty until they reach the draft age unless urgent military reasons compel an earlier call. The enlisted students will be on a furlough status until called to the colors, but will not receive pay or allowance except when attending summer training camps; in which case they will be entitled to transportation and rations. All enlistments will be in the grade of private. Officers and non-commissioned officer instructors will be provided these S. T. C. units by the War Department when available, officers returning from overseas and unfit for further field service being utilized. The Government will supply the uniforms and equipment whenever available.

### WHITE PINE SUPPLANTS SPRUCE FOR AIRPLANES

A policy now effective in American airplane production is that of supplanting spruce wood supply by using selected timber of other more widely distributed commercial varieties. It is said that exhaustive tests made by the Forest Service, followed by experiments in construction, have proved that requisite qualifications of strength and lightness for airplane building are possessed in varying degree by other woods, notably white pine, and that under orders of John D. Ryan, head of the Aircraft Board, use of them was deliberately decided upon.

It is not intended, the technical men say, to displace the invaluable but somewhat inaccessible spruce with the other woods except in making the fuselage, finishing the body, and building up sections of the structure like the landing struts, where the strains and stresses of progress against air resistance do not center. Spruce will constitute the material for wing spars, struts, between planes and similar sections where these stresses do center.

Airplane specifications have been thoroughly overhauled in recent weeks, it is also said, in an effort to eliminate requirements of extraordinary structural strength and fineness of material in non-strain-bearing sections, whether made of wood or of metal, which has hampered production and raised problems of raw material supply which have been more or less unsolvable, in view of the quantity of machines desired.

Much of this has only been possible because of the building during the past year, which has furnished an experience upon which to develop innovations. A policy of official secrecy concerning all details of the airplane program is still in effect.

### SEAMEN'S INSURANCE

More than 69,000 masters, officers, and seamen on American merchant vessels traversing the war zones have been insured by the United States Government. This insurance totals more than \$115,000,000. Claims under the insurance are so far a little more than \$180,000.

This insurance as to vessels traversing the war zone is compulsory, though it is not required that the insurance be taken through the Bureau of War-Risk Insurance. However, virtually the entire personnel of the merchant marine is insured by the bureau, the Government rate being only twenty-five cents for each \$10 of insurance.

Since the American fleet has been patrolling the seas the rate has been reduced from fifty cents for each \$100 of insurance. If the owner of a vessel traversing the war zone fails to insure the masters, officers, and crew, the Secretary of the Treasury may take out the insur-

ance for them with the bureau and, further, fine the owner not more than \$1,000.

The insurance affords protection for disability or death resulting from war perils and provides for compensation during detention following capture. One American captain's wife has been receiving a monthly check for \$337.50 since her husband was captured by the Germans.

A man may now enlist in the merchant marine service with full assurance that in case of death, disability, or detention in prison, his dependents and loved ones will be provided for.

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### WASHINGTON UNIVERSITY TO ADOPT MILITARY TRAINING

Washington University will give military training a definite place in its course of study on the recommendation of the War Department, according to the announcement of Chancellor Frederick A. Hall.

Students between the ages of 18 and 21 years are to be asked to volun-

taril enlist for army service, not to be called for active duty except in grave emergencies.

They will be given full training by officers detailed for the work and the drill will be coordinated with the officers reserve training. Men of 21 or over who are in the college proper or in the technical schools, pending summons to active service, will be required to undergo training.



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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 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 *today*, 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.

### COMMITTEE ON PUBLIC INFORMATION

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### AERO CLUB REQUESTS BIDS FOR TRANSOCEANIC FLIERS

The Aero Club of America announced here tonight that it had notified John D. Ryan, director of American aircraft production, that it was willing to assume the expense of attempting a transatlantic flight, in order to assist the government in solving the problem of delivering thousands of airplanes overseas and of establishing a transatlantic aerial patrol to defeat Germany's U-boat campaign.

Encouraged by the assertion in Washington yesterday of Maj. Gen. William Brancker, comptroller-general of British air equipment, that transatlantic flights should be attempted without delay, the club stated in its announcement that two weeks ago it asked for bids for Handley Page and Caproni machines, capable of flying from continent to continent.

#### Responsibility for Delivery

In seeking the bids the club made the condition that the constructor assume responsibility for having the planes, built in this country, delivered by air to England, Ireland or France.

In submitting his bid, the terms of which were not made public, William H. Workman, representing Handley Page in the United States, asked only a \$2500 bonus to cover the risk of the flight.

According to the club Lt. Leopoldo Belloni, representing Caproni, is now preparing the terms of his bid.

Upon receiving the Page bid, Alan B. Hawley, president of the club, notified Mr. Ryan that, if the government was not intending itself to attempt transatlantic flights in the near future the club would gladly undertake the work and expense, should the government grant permission.

In asking for the bids, Mr. Hawley wrote:

"We appreciate, of course, that very large machines like the Handley Page and the Caproni do not grow old in design. They can always be used for bomb dropping at night, when they cannot be seen in the air, and they can carry on aerial operations against the enemy bases and railroads and can conduct a continuous campaign of destruction against the bridges on the Rhine, which are crossed daily by hundreds of trains loaded with German troops and munitions. If it were possible to wreck them and keep them wrecked Germany would be unable to supply her forces in France and Belgium. Therefore, there should be no delay in building large machines—the larger the better. We have had too much delay in this respect and the cause of the allies is suffering therefrom.

"We also appreciate that had we hundreds of large airplanes capable of flying 1500 miles without stopping, the U-boats would not dare to attack shipping along the American coast, or anywhere between the American coast and the Azores—in fact, anywhere, because these airplanes could strike at the U-boats."

The proposal for a trans-Atlantic airplane flight has not thus far been taken under consideration in any formal way by the Aircraft Board, it was learned, although the fact that the British air officials here have been urgently in favor of the plan has been known to the board members for some time.

Maj. Gen. Brancker, controller of equipment of the British air control, who disclosed recently the definite shape the project is taking in British circles, conferred today with Secretary Baker. It was stated that the transatlantic flight plan was not the object of the meeting, although it was probably touched upon.

The impression has gained ground that if American officials should accept the view of the British that there are practical possibilities in development of the air route to Europe, American effort would be more likely to go toward sending over an American-built plane than to co-operate in the bringing to this side of a British plane and flying it back with a British-American crew.

Some American officials are not in agreement with Gen. Brancker that the Liberty engines are not sufficiently reliable to attempt the trans-Atlantic flight. They say that while British experience with the Liberty is limited, many of those motors have been very thoroughly tested on this side.

### TESTS SHOW THAT CONCRETE SHIP IS AS GOOD AS STEEL

New Coating Makes Fabric Fully as Durable as Steel

Discovery of a new protective coating which is expected to make concrete ships as durable as steel, was announced on July 8 by the shipping board.

"Engineers studying concrete construction are becoming more and more enthusiastic over the future of concrete ships," said Mr. J. Wig, chief of the concrete ship division. "From our comparative tests at sea water we are as-

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sured that such vessels will last a period of several years without any corrosion. Application of well-known protective coatings makes certain an extended life of several years additional, and with the further development of protective means which we have discovered I believe the concrete ship can be made as permanent as steel, if not more so.

"Few people realize that the concrete ship is actually 20 per cent. lighter than the wood ship, if built of a new concrete mixture developed by the emergency fleet corporation. The aggregate from which this new concrete is made is so light that it floats on water, and yet it makes a kind of concrete possessing twice the strength of that used in ordinary building construction. With this development the concrete ship will come into more direct competition with the steel ship."

"Considering submarine attacks, the concrete ship," said Mr. Wig, "should not act differently from the wooden or steel vessel. It has a very thin hull and if a torpedo tears a hole in it, it will sink. It will be no different in this respect from the ordinary ship. But in the 7,500-ton vessels we are building, a torpedo can pierce two compartments without causing them to sink.

"The concrete ship is structurally equal to a steel ship and is really a better vessel structurally. But we are not sure how long they will last. The ships of this kind which are now being launched naturally have some faults, but these will gradually be corrected. Corrosion of the metal and the cracking of the concrete are the two chief things to be guarded against in the concrete ship. The vibration of a concrete vessel has been shown, by experiment, to be about one-third that of a steel ship."

### BUILDING THE SHIPS THAT WILL SAIL ON TO VICTORY

By James J. Montague  
(In the Emergency Fleet News)

They're launching 'em in Oregon; they're

launching 'em in Maine,

They're launching 'em along the Jersey shore;

Every State that fronts the tide lets a couple of 'em slide

Ever day or two, and starts a dozen more.

A million men are digging ore, a million smelting steel;

Another million working at the ways. And the riveters are banging and the heavy hammers clanging

On the rivers and the harbors and the bays.

They're building 'em of timber; they're building 'em of steel.

They're moulding 'em of concrete made of sand;

And they'll all be strong and staunch when they're got in shape to launch

And all ready for the business that's at hand.

They soon will dot the ocean like the foam-flecks in a storm,

And they're going to go ahead and carry on.

Till the great big job is done and the great big war is won,

And the Kaiser and von Hindenburg are gone.

They'll find the men to man 'em everywhere that Yankees are,

Good husky lads who love a stand-up fight.

And the baffled submarines will depart for safer scenes.

When confronted with their majesty and might.

They'll bridge the broad Atlantic with a bow-to-stern pontoon,

And the Teuton gang can read its own defeat

In the steady hammer, hammer, and the clangor and the clamor

That is turning out the mighty Yankee fleet.

### BRITISH THERMAL GAS UNIT PROPOSED AS U. S. STANDARD

The proposed order of the United States Fuel Administration, making a universal British thermal unit standard of 528 in the manufacture of gas in the United States, was discussed at a conference held in the office of Mark L. Requa, director of the oil division of the Fuel Administration. Representa-

tives of the public utilities commissions of New York, Illinois, Pennsylvania, Maryland, New Jersey, Wisconsin, New Hampshire, and Massachusetts, were present, together with representatives of the War Department, Council of National Defense, and the was service committees of the gas-making industry.

#### Explains Purpose of Order

Mr. Requa explained that the purpose of the proposed order was to conserve oil; that the standard adopted in the proposed order was the same standard as that now in effect in the State of Massachusetts; and that this standard was for all practical purposes, the standard adopted by the French government after an investigation extending over a period of years. The public utilities commissioners present expressed themselves as being entirely willing to co-operate in the Fuel Administration's effort to conserve oil. Several of them requested the privilege of presenting suggestions in writing, which they thought would tend to make the proposed order more definite.

#### Question of Price Discussed

When the question of the price at which gas was to be furnished the public under the new standard came up for discussion, Mr. Requa said the public utilities commissions of the various States should settle that matter for themselves—that the Fuel Administration's principal interest was in reducing oil requirements to the minimum.

The proposed order would supersede all previous standards for candlepower and British thermal unit value in artificial gas. A British thermal unit is the amount of heat required to raise one pound of water one degree in temperature.

#### DISCIPLINE

Colonel Applin of the British Military Mission delivered an interesting lecture to the officers of the 31st Division at Camp Wheeler, Ga., in which he said on the subject of discipline:

"There is only one thing that will win this war. The Germans have had it for years; the finest discipline in the world. The whole nation has been preparing for over forty years for the present war, not alone the army but the whole nation, and all the preparations made and planned are based on discipline. It was, therefore, not to be wondered at that when the United States entered the war the German general staff issued the following statement: 'The German people need not fear the entrance of America into this war, because America is a democracy and will never attain the standard of discipline required.' This opinion was well founded. As Americans would never accept German discipline (the discipline of brute force, and they know no other.)

"How, then, have British successes been possible? Through discipline—instantaneous, and given willingly. Not the German discipline of force and fear, but the discipline of respect for superior officers. The British and our French brothers in arms would no more think of accepting the discipline of the Germans than would the Americans, but the officers have succeeded in maintaining a discipline of higher grade and character than ever existed in the German army. They have established the discipline of democracy, which is the instant and willing obedience of an order, or in the absence of an order, what you believe it would have been. This can be accepted by any American without in the least lowering his self-respect, his high morale, or his ideals of a democracy.

"Discipline is and must be supreme. All other things must be secondary. Machine guns, trench mortars, hand grenades, airplanes, artillery, gas and last but not least, the bayonet, cannot be of any value in the hands of troops poorly disciplined. A few well organized and disciplined men can hold off a mob, and the higher the discipline the better the results. In one word, the entire army, from general to buck private in the rear rank must 'click' at the word of command.

"When you sum up all the things we have to do in order to make the big machine run smoothly, we find that all work for one thing—to win the war; and to do it we must have discipline. Instantaneous obedience, given willingly."