

SHIPYARD AWARDS TO BE MADE IN OCTOBER

Middle of Next Month Decided
Upon As Time When Reports
of Technology Student Work-
ers Must Be Handed In

MANY PRIZES TO BE GIVEN

Technology men who have been working in the shipyards this summer must submit material by October 15 to be eligible for the prizes offered by the traveling committee of the course in Naval Architecture. This statement was issued by the Technology Committee on Shipyard Employment which will have charge of the awarding of the prizes.

Fifteen prizes have been offered, five for the five best reports on the summer's work in a shipyard, five for the five students whose work has been most satisfactory, and five awards for the five best suggestions for a plan for co-operation between the Institute and the shipbuilding industry. Any student who has worked at least six weeks in a shipyard, is eligible to compete for one prize in each of the three groups, provided the directions in the following official announcement are followed.

Eligibility

Men who are students at the Institute of Technology during the year 1917-1918 and who have worked in a shipyard this summer for a period of six weeks or more are eligible.

Reports. Five prizes of \$100.00, \$80.00, \$70.00, \$60.00, have been offered for reports on the students' work in a shipyard.

Men desiring to compete for this prize must hand in before October 15, a report of between 150 and 2000 words. They must be in the usual form of engineering reports, with title page, table of contents, appendix etc. With subject matter the report must include the following:

A record of the student's work including:

- a. A description of the principal kinds of work or tasks performed.
 - b. A statement of the total number of hours and days actually worked and the corresponding maximum number of hours possible during the period the student was employed at the yard.
 - c. A statement of the total wages received.
 - d. Descriptions of the students' most interesting or valuable experiences.
- The report must be written upon paper 8 by 10 1-2 inches in size punched 6 5-8 inches between the holes. A left

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NEW NAVAL ARCHITECTURE SCHOOL WILL OPEN SOON

The intensive courses at Technology which will constitute the third special school of Naval Architecture under Professor C. H. Peabody will include quite a goodly number of the men who are now Seniors. A strong incentive has been found in the offer of the Newport News Shipbuilding Co., to furnish fifteen free scholarships in this school, with the agreement to take and utilize the men when they have finished their work. In fact the Southern company could find room for three or four times as many men in its drafting and construction rooms.

There are excellent reasons why the company turns to Technology for new men, because Edmund F. Heard of the management is an '08 man, with seven other Technologists in the estimating or drafting divisions and an alumna, Lydia Gould Weld, '03, near the head of the drafting room, a unique position for a woman.

The course which begins September 30 call for men of the rank of Seniors at Technology, although they will not be confined to Institute men if others apply, and they lead instantly on completion with credit to important positions in the work of helping America win the war.

SECRETARY DANIELS URGES NAVY TO SUPPORT NEW LIBERTY LOAN

Secretary Daniels has flashed a message to every ship and station in the Navy, telling the men of that branch of the service to prepare for the Fourth Liberty Loan campaign which opens September 28th. The Secretary's message is as follows:

To the Navy:

On Saturday, September 28th, this country will launch its Fourth Liberty Loan campaign.

To the first three calls the Navy responded in a manner that thrilled the nation. In the third campaign alone, our subscription was more than eighteen and a half million dollars. The Navy again has an opportunity to demonstrate its thrift and to proclaim once more its readiness to serve to the utmost.

The present call comes at a time when the eyes of the world are fixed more than ever before on the American Navy. To achieve another triumph in this battle against Germany, the Navy will, I am sure, be glad to exhibit the same steadfastness, energy and sacrifice which makes for victory on the high seas.

JOSEPHUS DANIELS.

Secretary Daniels has chosen Rear Admiral Thomas J. Cowie to act as Navy Liberty Loan Officer for the forthcoming loan campaign. Admiral Cowie held that position during the Third Liberty Loan campaign, and in reappointing him Secretary Daniels wired to every ship and naval station, saying, "I bespeak for him the same enthusiastic support and active co-operation which made possible our overwhelming subscription to the last loan."

Admiral Cowie has announced that the Navy subscribed for more than \$18,500,000 worth of the Third Liberty Bonds and, as very complete plans were being made to carry on an intensive campaign wherever there was a Navy man, he hoped to get a Navy subscription which will be even greater than the last.

S. A. T. C.

Clarification Attempted by Government Official

Professor Keppel, Third Assistant Secretary of War, has clarified the situation in regard to the Students' Army Training Corps. "The colleges will go on as separate organizations," said he. "The college does not turn over its identity to the War Department. It goes on. It has its board of trustees, it has its funds, everything else. The department makes a contract with the college to train a number of men who are soldiers primarily, and students merely because they are ordered to be students."

"In order to get going by Oct. 1, those who would be normally at every college, the boys over 18 who would be there anyway at that time, will be retained; but a boy who is in college on that basis is not going to have a prescriptive right to stay on there under the old happy-go-lucky college conditions, and, if he doesn't come through, he will find himself in a training camp like any other drafted man. I think there is no impropriety in saying that in this way we are simply testing those fellows out, and it is the intention of the committee to draw constantly on the enlisted men in the camps who are showing promise."

"Each college has its entrance requirements, which are normally four years of high school, and while of course, any college can change its requirements, I do not think they are planning to do so. We propose to draw from the camps the boy who has a preliminary education and is making good in camp. If we can do better for the government by sending him to a college and using the college equipment, we will send him to college. We can take him out at any time. The period from Oct. 1 to Dec. 31 will probably be one of adjustment. The classification machinery is very complete."

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MILITARY SCIENCE BULLETIN

During the next few weeks the work of organizing the S. A. T. C. will be enormous and must be accomplished by a very few officers. Until arrangements can be made with the War Department for automobile transportation, any of the men who will be future members of the S. A. T. C. and who own and drive automobiles can be of great assistance to the officers in perfecting the organization if they will give the Department the service of themselves and their cars.

So much time is lost in getting any where around town by street cars that I know of no other way in which men, willing to help, can be of more genuine service than by performing the service suggested. It is hoped that enough such volunteers can be secured so that we will not have to call on any one man for many hours per day.

I request that any of the students who are willing to extend this service to the Department report the fact promptly to the office, stating how many hours a day they can give, what hours they prefer, etc. When we have this information we will be able to determine whether it is practicable to organize such service without imposing too great a hardship on anyone. Volunteers will also please leave mail and telephone addresses.

Since the beginning of the War this Department has been constantly at the service of all Technology men on all matters relating to the Military Service, and it hoped that now enough students will be found willing to give this great assistance the organization period.

There will be a great deal of other work in which volunteers can be of great assistance and I would like to hear from those willing to help out in other lines during the next few weeks.

(Signed) EDWIN T. COLE,
Major U. S. Army,
Commandant S. A. T. C.

CONVERSION OF LIBERTY BONDS

The privilege of conversion which arose in consequence of the issue of 4 percent bonds of the Third Liberty Loan will expire on November 9 next and under existing law can not be extended or renewed. Delay in exercising the privilege will result in over-burdening the banking institutions of the country and the Treasury Department by making it necessary to handle all conversions at the last moment and may result in many cases in the loss of the privilege of conversion altogether.

Holders of coupon bonds are strongly advised by the Government to exchange them for registered bonds in order to protect themselves against the risk of loss, theft, and destruction of their bonds.

The banks throughout the country, as a matter of patriotic service, will doubtless all assist bondholders in converting and registering their bonds.

AUGUST SHIPBUILDING RESULTS ARE RECORD

Shipbuilding efforts of the United States during August broke all records, Edwin N. Hurley, chairman of the United States Shipping Board, announced late Wednesday.

The prediction totalled sixty-six ships, with an aggregate of 340,000 tons he said, this figure being 60,000 tons higher than the previous record month, which was June.

Of the 340,000 tons delivered, 260,000 tons were in forty-four steel ships and 78,000 were of wood. Chairman Hurley declared that America's shipbuilding was proceeding at the fastest pace since he became chairman of the board. Especially is this true in the wood shipbuilding yards, he said.

There is an abundance of lumber at the yards building wooden ships and the steel situation at all yards is satisfactory, he added.

INSTITUTE ENGINE ROOM CLASS FOUNDS AN ALUMNI ASSOCIATION

Technology's Fourteenth Shipping Board School Organizes

Professor Miller's fourteenth School of Engine Room Officers conducted at the Institute for the U. S. Shipping Board, has gone a step further than its predecessors by forming of an association of graduates of the school. This association while beginning with the fifty-two men of the school that finishes its course Saturday, is intended to include members of the previous schools and the others that are to come in the future. The purpose of the organization is to establish fraternal relations among the men whose patriotism has induced them to take the intensive courses of the schools, and to form a bond between men of the same training who will constantly be meeting one another in the service to which they are called.

The officers of the new association are: President, Herbert F. Skelton of 337 Washington street, Newton; vice-presidents, Ralph H. Cole of 213 Summer street, Portsmouth and Frederick W. Allen of 834 Carver street, Springfield; secretary, William W. Burke of 163 Concord street, Manchester, N. H., and treasurer, David H. Davies of 139 Bradstreet avenue, Beachmont. Honorary members were elected, namely: Professor E. F. Miller, director of the U. S. Shipping Board Schools for Engine Room Officers, and H. Hathaway of the U. S. Shipping Board. The association proposes to have a banquet next week to which will be invited all former graduates who are in the vicinity of Boston.

President Skelton has been in many countries in charge of stationary engines including the Corliss and the modern high speed types and turbines. Secretary Burke has been for a number of years in the shops of the Amoskeag Co.

The association has adopted a neat badge which skillfully combines the U. S. shield, the title of Technology, the initials of the U. S. Shipping Board and totem of the Merchant Marine.

EMPLOYMENT COURSE

More women than men are enrolled in the course in employment management, the third term of which has started in Lawrence Hall, Cambridge. The course, which comprises six weeks, is conducted jointly by Technology, Harvard and Boston University and has the approval of the government.

Twenty-six are enrolled in this war emergency instruction, 16 being women. Nashville, California and Detroit are represented. Thirteen make their homes in the Bay state.

2446 IN SERVICE

Mid-September Report Received From Auxiliary

According to the mid-Summer report of the Massachusetts Institute of Technology War Service Auxiliary, there are at present 2446 Alumni and former students of Technology in the fighting forces of the United States and the Allied Nations. Of this number 716 are in active service with the various expeditionary forces abroad, sixty of whom are members of the Ambulance Service, Red Cross, Y. M. C. A., K. of C. and similar organizations.

Although the total number of Institute men in service is increasing by leaps and bounds, the percentage of officers included in that number is rising proportionately, approximately two-thirds of those in service having commissions, thirty-two of them being Lieutenant-Colonels or higher.

The Aviation Corps, Army and Navy, has claimed 417 former students while the Navy seems to have even a larger attraction for the men, there being 495 in that branch of the service. Other statistics show that there are 177 in Officers Training Camps, and 115 inspectors of instructors.

Technology's Roll of Honor, including the names of those men who have made the supreme sacrifice, now numbers forty-four. Sixteen Technologists have received citations for bravery in action.

NAVIATORS CAPTURE HONORS IN BIG MEET

Technology Naval Aviation Students Win N.E.A.A.U. Contest
Held Last Saturday — Team
Runs Up 47 Points

MEYERS BREAKS VAULT RECORD

The Technology Naval Aviation School won an overwhelming victory last Saturday afternoon at Tech Field, when it captured first honors in the New England Amateur Athletic Union meet, running up a total of forty-seven points to thirty of the nearest competitor. The meet was featured by many surprising outcomes but the big event was the record breaking pole vault of Edward E. Meyers, a student at the Aviation School. Meyers broke both the record of the N. E. A. A. U. and Tech Field. The former record was held by Marc S. Wright of the B. A. A. Wright's 1917 mark was 12 feet 1-8 inch. Meyers wriggled over the bar at 12 feet 1-2 inches and he attempted to get over the bar at 12 feet 6 1-2 inches but abandoned it after a half dozen vaults.

Halpin's Defeat Big Upset

As was expected, performances were not remarkable, but competition was very keen in many events, due most likely to the lack of proper training. However, a few surprises occurred, foremost, the defeat of Tom Halpin in the quarter-mile event. The former B. A. A. fier, now in the navy, was nosed out by James Driscoll of Commerce, Boston, schoolboy champion. Driscoll came from behind in the last 100 yards and led Halpin by eight yards at the tape.

J. J. Connolly, running unattached, passed Harold Weeks of the Navy in the gun lap of the mile, by a wonderful spurt, and won by a good margin.

Frank Shea, from Pittsburg, now of the Technology Naval Aviation School, won both the century and the furlong, although he was closely pressed in both events by Bart Macchia of English High. Shea, however, did not compete in his specialty race, the 440.

C. R. Erdman, Jr., also a Naval Aviation Student, was also a double winner, taking firsts in both hurdle events. Erd-

(Continued on page 2)

CORRUGATED IRON SUBSTITUTE

In Great Britain is now being manufactured a substitute for corrugated iron sheets, composed of asbestos and cement. Asbestos is finely ground and freed from extraneous matter. It is then mixed with cement in the proportion of one part asbestos to six parts of cement and wetted down to form a mixture. The mixture is passed through a pressing machine similar to a paper-making machine with a large revolving drum, where it is formed into felts or sheets. After being cut to size these sheets are corrugated under pressure, meanwhile care being taken that the tops of the corrugation are as strong as the remaining portions of the sheet. Finally, the sheets are given a seasoning treatment.

Corrugated sheets of the above materials, says the Brass World, have durability and resistance to climatic conditions, especially in acid-laden atmosphere so detrimental to corrugated iron. The sheets are also fireproof and poor conductors of heat. The use of these sheets in storage battery rooms, where conditions are extremely severe, for partitions, for separating high-voltage apparatus, store partitions, etc., and for cables and even transformer vaults, as well as roofing, seems worth while investigating.

We have heard enough of the Hun prison camps to know that we do not want any of our boys put in them if we can help it. When you save the utmost of your ability and invest your savings in War Savings Stamps you help to keep our boys out of the prison camps.

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IN CHARGE THIS ISSUE

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

WEDNESDAY, SEPTEMBER 18, 1918

THE "BIRTH OF FREEDOM"

American Citizen:—
No title the world can bestow is more splendid! And never has it been as resplendent as now. It stands symbol to the world for peace! Freedom! There is nothing better! The world yearns for it. For ourselves we need not now a "new birth of freedom," as Lincoln said we did in 1863. We then learned again, and finally, its value. But, the rest of the world DOES need a new birth of freedom. And it is for this, and this alone, that we men—such as Saul said Absalom was. We are sending them over the sea to battle.

We shall send as many millions more as are needed to paralyze autocracy. We have spent twenty billions of money in a few months, and shall spend as much more as is necessary to write Freedom on the gates of the world. Our splendid boys go to this world-battle for Liberty with gay songs on their lips. Many will be mangled. Many never return to us! Yet they go singing. Their mothers and sisters and wives—yea, the strangers among us!—remain and keep the deserted gates! And they, too, sing. It is all beautiful beyond words. There is, there can be, no more splendid theme than this we are chanting: For the Liberty of the World!

Perhaps we stop sometimes to wonder why a good God makes all this to be. Trust Him. Some time we shall know. It may be that He means this "heaven-rescued land" to strike the finishing blow to the Destroyers and proclaim liberty throughout all the world as it once did throughout all this land. That all this horror of blood has been permitted that WE may be made ready for this glorious stroke. For, God cannot have meant the most benignant government his world has ever known, to become the accomplice of monsters who fatten up on world-loot. He cannot have meant that a people who ask nothing of the world but to share its priceless peace with it, shall stand idly by while the rest of the peoples are despoiled of theirs. It may be that this is the price we are to pay humanity for a hundred and fifty years of liberty unsullied.

If the Destroyers are right and we are wrong, then must we face the conclusion that all of God's creations were made only that the Destroyers might sate their gluttony in destruction. Their system or ours must now perish. The two can no longer survive together in this world. I believe this to be the judgment of Almighty God.

American Citizen, which is best for the beleaguered world? Answer. And upon your answer act. Answer with your money, your hands, your head, your heart—with all you have and are!

This is being an American Citizen!
(Signed) JOHN LUTHER LONG.

—M—I—T—

The war is to be a supreme test. We are to test the fibre of our people; we are to test our ability to co-operate; we are to test our sense of nationalism, we are to test our loyalty to Democracy; we are to test to the ultimate the resources of our nation, the capacity of our mines and miners, of our farmers, of our mills and mill hands. We are to test our own vision and the greatness of our own minds—whether we are worthy of a large future or wedded to a little life; we are to test our own conception of this country and its relation to the world;
AND WE SHALL NOT FAIL.

HEAVY ARTILLERY SCHOOL

The Heavy (Coast) Artillery is furnishing and will continue to furnish regiments of man guns of six-inch calibre and above, and all the large howitzers. To furnish the requisite number of officers for these organizations a three months training course has been established at Fort Monroe. Each Saturday, beginning with September 14, 1918, two hundred men will be taken into the School, and upon successful completion of the work the group will be commissioned. While waiting for a turn to enter the School the applicant will be put in a "reservoir" company and given military training and some instruction in elementary mathematics, to include the solution of plane triangle (trigonometry) and the handling of logarithms. It is expected that each candidate will be in the "reservoir" company only about ten days, so he need not expect to get more than a very hasty review of the above mathematical subjects during that time. It is essential that a candidate have a thorough working knowledge and not merely a smattering in trigonometry and logarithms. The work will begin on the Monday following entrance into the School. The course in Materiel extends throughout the School, and includes work on all of the different guns and howitzers, including drill of the piece in each case. Contemporaneously courses in Orientation, Gunnery, Gas Defense, and Administration are carried on. Each day there is a period of infantry drill and calisthenics. The candidates are free to leave camp from Saturday noon until Sunday night at taps (11 p. m.).

The course does not necessitate an engineering education or any particular technical training, although an engineering or other technical education is a help in the School and an asset to an officer in the service. Some of the best records have been made by lawyers and business men without previous experience. It requires the proper spirit, proper mental attitude, ordinary intelligence, hard work, and a "full day's work each day." The idea of those in command is twofold—first, to have officers with the ability to command troops; second, to have those officers able to make hits with their batteries.

The Heavy (Coast) Artillery has the equipment and the personnel to handle this school. Those in charge have been in the Western Front and know what should be taught. The school has been in operation continuously since May, 1917. Each month instructors are sent back from the American Expeditionary Force to keep the work up to the standard demanded by General Pershing. The land target range, under the supervision of the Commanding General of the Coast Artillery Training Centre, is located at Camp Eustis, on the James River, near at hand, so that each graduating group can receive practical instruction in firing before going to their organizations.

As General March, the Chief of Staff, has publicly announced that the American Army in France will number 4,000,000 men next year, the Heavy (Coast) Artillery will have to supply its share. Therefore the Coast Artillery School is prepared to consider application—and does not in any sense guarantee a commission to those who are accepted. It is up to the man himself, with all the help we can give him, to make good.

For information write to: The Commandant, Coast Artillery School, Fort Monroe, Virginia. Attention of Communication Officer.

PITTSBURGH IS WORLD ARSENAL

With its 250 steel plants employing approximately 500,000 workmen, operating twenty-four hours a day and, in many instances, seven days a week, making steel plate for American ships and steel shells and ammunition for the American Army, Pittsburgh is fast earning the distinction of being the arsenal of the world.

Figures recently compiled by competent authorities, making a survey of the steel industry in the Pittsburgh district, reveal that the steel mills are producing 2,400,000 tons of steel plate annually. At this time there is only one plant in the Pittsburgh district manufacturing armor plate. That plant is the Carnegie Steel Company at Homestead, which plant has a capacity of 12,000 tons annually.

The pig iron production in this district aggregates 7,000,000 tons annually, while the steel ingot production aggregates 8,500,000 tons annually. The finished steel production aggregates 11,400,000 tons annually, more than thirty per cent of the nation's entire production, which is approximately 38,000,000 tons.

It is said that since the United States entered the war there has been a twenty-five percent increase in steel production in this district. Before the United States' entry into the conflict the mills were working on allied war contracts and home consumption.

Estimates made by government officials for steel necessary to carry on the war program for the first half of 1919, exceed by about 4,000,000 tons the actual capacity of the nation.

Steel manufacturers here are confident that with the co-operation of patriotic labor they will be able to do their share to eliminate this deficit. Highly trained engineers are working to improve the methods of steel production. There have been no inventions of consequence reported in this district which would tend to increase steel production. Several of the larger plants are substituting electric furnaces for coke furnaces and special stress is being laid upon new and more economic methods of production.

The Carnegie Steel Company has expanded its plate-making plant at Homestead and it is expected by the officials of that company that within the next year they will be able to greatly increase their production of steel plates for ships, railroad cars and other materials necessary to the winning of the war. A year ago the Carnegie Steel Company placed in operation its 110-inch Liberty mill, electrically driven. Its biggest output was in May of this year when its output was 20,973 tons.

Improvements are being made by the different companies to the heating and shearing equipment. Other plants are increasing and some of them doubling their fabricating plants to take care of the big demand for shipbuilding materials. Car building plants have also begun fabricating work. The government demands for steel, steel plate and other kindred products are divided into classes, according to their importance. Preference is given to the shipments carrying the most important ratings. At this time, officials report that the government demands for steel in the Pittsburgh district are being taken care of in an entirely satisfactory manner.

GLASS INDUSTRY HANDICAPPED

In anticipation of the adjustments in the industry, which will no doubt be necessary after the war, the Tariff Commission has made an investigation and report on the glass industry as affected by the war. It finds that all branches of the industry have been seriously handicapped by the abnormal conditions.

The cutting off of imported raw materials, particularly potash, followed by delays in experimenting with or in finding suitable domestic substitutes, have added to the obstacles in the way of successful manufacture. Great difficulties have been experienced in the transportation of materials and fuel and the delivery of finished products.

The report shows that notwithstanding these and other obstacles, commercial productions has increased and export trade has extended to countries not hitherto reached in specific lines by American glass manufacturers. The information obtained by the commission warrants the conclusion that a new era has set in for the industry.

The consensus of opinion of glass manufacturers is that, although the European war has injuriously affected the production of a number of staple articles of American manufacture through lack of important ingredient materials, it has stimulated the industry to a remarkable degree, and has been the principal factor in the creation and development in this country of a number of new branches of glass manufacture.

The glass companies that have successfully engaged in the manufacture of new products are comparatively few. They are leaders in four of the principal divisions of the industry—window glass, plate glass, blown and pressed ware, and bottles and jars.

Officers and enlisted men of the Army and Navy, are you insured under the war-risk insurance act?

NAVIATORS WIN MEET

(Continued from page 1)

man had little difficulty in winning these races, finishing well ahead of Moran from the Hingham Naval Training Station, who took second prize in both barrier events.

Soft Win for Henigan

Jimmy Henigan, the doughty little cross-country champion, came all the way from Fort Slocum and easily walked away with the three-mile. Clifton Horne of the Dorchester Club ran well, finishing second, but he couldn't stay with his former clubmate.

Four athletes have been selected by the N. E. A. U. officials to go to the big A. A. U. championships at the great Lakes next Saturday. The following have been chosen: James Driscoll, who will compete in the junior and senior quarter-mile; Jimmy Henigan in the five miles; Joseph Arbene in both the senior and junior broad jumps, and P. McGarry of the Radio School, who is entered in the high jump of both divisions. The quartet of stars will probably leave Boston Wednesday.

Macchia Battled Shea

The opening event of the afternoon, the 100-yard dash, was run off in heats with three men qualifying in each heat for the final. In the first heat and the final Frank Shea of the Technology Naval Aviation School and Bart Macchia were pitted against each other, and in both races Shea nosed out the former English High star by about a yard.

However, the Shea vs. Macchia battle for honors did not end with the start of the "100," for in the 220-yard race the same pair had it out. Shea got away to a fast sprint in the 220 and opened up a lead of five yards before the first 100 yards were covered. During the latter stages of the race Macchia came strong and pulled up to within two yards of Shea at the tape.

Hurdling honors at the meet Saturday went to C. R. Erdman, Jr., at present attached to the Technology Naval Aviation School. The former celer Middle Western timber topper flew over the hurdles ahead of the field in the 120-yard high and 220-yard low hurdles. Edward Moran of the United States Naval Training Station at Hingham was the only entrant in the hurdle events who pushed Erdman in either race.

The half-mile went to John J. Losero of the Mincola, L. I., training camp. Losero and Anton Johnson sprinted the final three-quarters of a lap and at the tape but a yard separated the men.

Probably the biggest surprise of the day was the defeat of Tom Halpin, the former B. A. A. track captain, in the 440-yard run. There were but three starters in the event, but the race turned out to be one of the best of the day. James W. Driscoll, the former High School of Commerce track captain, trailed Halpin until within about 75 yards of the tape, when he broke into a sprint, passing Halpin and breaking the tape more than a half-dozen yards ahead of the favorite. The fact that Driscoll was set back three yards by a false start adds even more significance to Driscoll's win.

Hardly second to the surprise given the followers of the track game by Halpin's overthrow in the quarter was the defeat of Harold Weeks, the former Irish-American A. C. runner, now in the navy, in the mile, by James J. Connolly, running unattached. Connolly, up to last June, was prominent in athletics at Woburn High. The runners plugged along, with Weeks setting the pace, up to the gun lap, when the youthful Woburn athlete shot ahead with a sprint that sneezed too fast for Connolly to continue to the finish. However, he opened up a 15-yard gap, and although Weeks pulled up some on the final 50 yards the Woburn runner breasted the tape 10 yards ahead of Weeks.

Little Jimmy Henigan did not think it too long a journey from Fort Slocum to the N. E. A. U. championships at Tech Field to compete in the three-mile run, which he won easily. Cliff Horne started off well and it appeared that he was to give the New England cross-country champion a race, but with the conclusion of the first two miles Horne's pace slackened and Henigan, before the finish line was reached, almost lapped Horne, who was second-place winner. Henigan's time of 15 minutes 50 3-5 seconds proves that he is in condition to give a good account of himself at the big meet in Chicago Saturday.

Of the field events, Eddie Meyer's performance in the pole-vault overshadowed the rest. Meyer was at Dartmouth last year and gained considerable attention when he broke the collegiate record for the pole-vault. The New England record that Marc Wright established a year ago on the same field and at the same meet, stands as one of the foremost vaults of the country.

After winning the event from E. C. Levenworth and J. O. Brotherhood, who were tied for second place, and who both cleared the bar at 10 feet, the former Dartmouth man now of the Aviation School at Tech, asked for permission to try for a record. After working up to 12 feet he had the bar put at 12 feet 1-2 inches, which was 13-8 inches better than M. Wright's record.

On the very first attempt he cleared the bar at 12 feet 1-2 inches, and a new mark for the New England championship meet had been established.

Couldn't Better Mark

Having got over the bar with such ease, he decided to put the bar up to 12 feet 5 1-2 inches. By breaking a record he was entitled to six jumps, but he failed to get over at this height. In his first few jumps at 12 feet 5 1-2 inches it appeared certain that he would clear the bar in one of his tries, but his final three chances found him lacking in form at this great height.

Naviators' Tug-o-War

The tug-of-war between the

(Continued on page 3)

All Walker Memorial Dining Rooms

Are Open to All Tech Men NOW

Open Daily and Sunday

S. A. T. C. INFORMATION

(Continued from page 1)

"This plan, of course, will only be carried out at colleges which have a military officer. Our construction program is going to be pressed to make provision for all the men who have to be trained under the new legislation, and, as a matter of fact, it is cheaper to send a boy to college and train him there, than it is to send a boy to a cantonment and give him the course of training there.

"In discussing it, the most important thing is to make it clear to the people of the country that this is not intended to be in any way a class segregation. The need of the government is to test its men out for leadership as quickly as possible and we simply want to use existing institutions of the country for that purpose. It is part of the mobilizing of the entire organization of the country to meet the given need; the boy who is inducted belongs to the army; it can do anything it pleases with him, but it is a better plan to put a boy who has had a high school education where we can train him for responsibilities.

"There are four things which may happen to the man who has been, or will be picked out to attend the colleges: (1) He may be sent to a central officers' training camp; (2) he may be told to continue his college training because he is promising enough but he isn't quite mature enough for an officers' camp; (3) some few of these boys may be held on at the colleges for some special subject where we need specialized training; (4) men who have had their chance and have failed to make good, who go right into a draft camp like any other registered boy of 18."

SHIPYARD PRIZES

(Continued from page 1)

hand margin of at least 1 inch and a right-hand margin of about an inch and a quarter must be allowed. Each report must be provided with a backing. The reports must be typewritten and only one side of the paper must be used. On the title page an assumed name must be given and the report must be accompanied by a sealed envelope containing the assumed name and the writer's true name. These reports must be sent to Professor H. G. Pearson by October 15, 1918.

(Note) The award of prizes will be based on the relative excellence of the reports submitted, as determined by the judges, the following three elements being regarded as equally important.

- (1) Statement of work done during the summer.
- (2) Outline of suggestion for co-operation.
- (3) Form of presentation of subject matter.

Work. Five prizes of \$50.00 each will be awarded to the five men whose work has been most satisfactory. In order to be eligible for these prizes a man must submit:

- a. A statement of the total number of hours and days actually worked and the corresponding maximum number of hours possible during the period the student was employed in the yard.
- b. A statement of the total wages received.

Note: (The statement made in competing for the prize report will suffice.)

Suggestions. Five prizes of \$50.00 each for the five best cooperation schemes. A candidate must submit:

An outline of a plan for cooperation between the Institute and the shipbuilding industry in training men for work in the industry or otherwise fostering and maintaining its growth.

No material will be accepted after October 15, and announcement of the winners will be made November 1, 1918.

NAVIATORS WIN MEET

(Continued from page 2)

Ship from the Technology Naval Aviation School and its Receiving Ship was a bitterly fought affair. The teams were unusually well matched, and it took the Receiving Ship team 2 minutes and 23 seconds before they finally got the 15 feet advantage which is necessary before a winner is declared.

Another former Dartmouth man now in the service who distinguished himself was "Cuddy" Murphy, who won the 16-pound hammer throw. Because of lack of practice Murphy was forced to

take second place in the 16-pound shot put event, which was won by J. Sinclair. Murphy, who holds the national interscholastic weight-throwing records, is now stationed at the Hingham naval training station.

J. Arbene, the former Mechanic Arts High School board jumper, won the running broad jump, and thereby won the right to represent New England in the Chicago meet Saturday. He jumped 21 feet 8 1-2 inches.

Another representative from New England to be at the meet next Saturday was P. J. McGarry of the U. S. Naval Radio School. McGarry, with William Sullivan, tied for first place in the running high jump, both clearing the bar at 5 feet 5 inches. McGarry cleared the bar on his first attempt and Sullivan on his fourth.

The Technology Naval Aviation School rolled up the largest score, winning 47 points; unattached, 31; United States Navy, Hingham Station, 14; Dorchester Club, 5; United States Navy, United States Navy Radio School, each 6; 27th Company, Air Service, Mineola 5; Technology, United States Navy, Portsmouth (N. H.) Station and Camp Devens, each 3; Hurja A. A., Svea and Swedish Gym Club Viking, each 1.

The summary:
 One hundred-yard dash—First heat won by F. J. Shea, Technology Naval Aviation School; second, Bart F. Macchia, Boston; third, Edward O. Gourdin, Cambridge. Time—10 3-5s. Second heat won by Gustaf B. Carlson, Swedish Gym Club; second, A. H. ox, U. S. N. radio school; third, H. P. Junod '21, Technology. Time—10 3-5s. Final heat won by Frank Shea, Technology Naval Aviation School; second, Bart F. Macchia, Boston; third, H. P. Junod '21, Technology. Time—10 2-5s.

One hundred and twenty-yard high hurdles—Won by C. R. Erdman, Jr., Technology Naval Aviation School; second, Edward H. Moran, Hingham N. T. S.; third, A. W. La Flamme, Technology Naval Aviation School. Time—16 1-5s.

Tug-of-war—Receiving Ship, Technology Naval Aviation School, defeated Main Ship, Technology Naval Aviation School.

One-mile run—Won by James J. Connolly, Woburn; second, Harold E. Weeks, U. S. N.; third, Fred Johnson, Hurja A. A. Time—4m. 36 1-5s.

Four hundred and forty-yard run—Won by James W. Driscoll, Charlestown; second, T. J. Halpin, U. S. N.; third, H. M. Hayward, U. S. N. radio school. Time—52 1-5s.

Two hundred and twenty-yard low hurdles—Won by C. A. Erdman, Jr., Technology Aviation School; second, Edward H. Moran, Hingham N. S.; third, V. E. Howard, Technology Aviation School. Time—25 4-5s.

Three-mile run—Won by James Henigan, Dorchester Club; second, Clifton Horne, Dorchester Club; third, William Wick, Quincy. Time—15m. 50 3-5s.

Eight hundred and eighty-yard run—Won by John J. Losero, 27th Company, A. S., Mineola, L. I.; second, Anton Johnson, Brookline; third, James E. Durkin, unattached. Time—2m. 10 1-5s.

Two hundred and twenty-yard dash—Won by Frank J. Shea, Technology Naval Aviation School; second, Bart F. Macchia, unattached; third, Gustaf B. Carlson, Swedish Gymn Club. Time—22 4-5s.

Putting 16-pound shot—Won by J. Sinclair, Technology Naval Aviation School, 39ft.; second, J. T. Murphy, Hingham N. T. S., 38ft. 9in.; third, Joseph Horner, Technology Naval Aviation School, 36ft. 10in.

Running high jump—Won by P. J. McGarry, U. S. N. radio school, 5ft. 5in.; second, Lt. W. A. Sullivan, U. S. N., Portsmouth, N. H., 5ft. 5in.; third, John Feeney, South Boston, 5ft. 7in.

Pole vault—Won by E. E. Meyers, Technology Naval Aviation School, 12ft. 1 1-2 in. (new record); second, E. S. C. Leavenworth, Technology Naval Aviation School, 10ft. 3in.; third, J. O. Brotherhood, Technology Naval Aviation School, 10ft.

Running broad jump—Won by Charles Arbene, Boston, 21ft. 8 1-2in.; second, Edward O. Gourdin, Cambridge, 21ft. 3 1-2in.; third, P. Junod '21, Technology, 20ft. 4 1-2in.

Throwing 16-pound hammer—Won by J. T. Murphy, Hingham N. T. S., 120ft. 9in.; second, P. F. O'Connor, Camp Devens, 113ft. 5in.; third, Fred L. Raymond '21, Technology, 110ft. 7in.

Javelin throw—Won by J. McClintock, Technology Naval Aviation School, 141ft.; second, E. C. S. Leavenworth, 133ft. 8 1-2in.; third, Gus Gustafson, Svea, 132ft. 4in.

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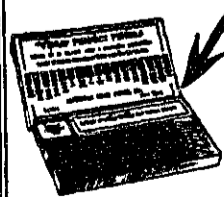
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Army Insignia Denoting Service Rank and Branch

CONTINUED FROM LAST ISSUE

Aviation Service

In addition to the Signal Corps crossed flags worn on the collar, officers of the Aviation Service entitled thereto will wear insignia on the left breast as follows.

Military aviator.—The insignia to be embroidered in silver on blue background will be two wings with the shield between, and a five-pointed star above the shield. The wings to be three inches from tip to tip, each wing to be 11-8 inches long and 9-16 inch wide at the center ends; the shield to be 9-16 inch high and 5-8 inch wide, with the letters "U. S." in gold thread 1-4 inch high in the center, below the horizontal cross lines; the star to be 9-16 inch in diameter.

Junior military aviator and reserve military aviator.—The same insignia described for the military aviator, except that the star above the shield will be omitted, the insignia consisting of a double-wing shield.

Military aeronaut.—The insignia to be embroidered in white on blue background will be two wings with a balloon between, and a five-pointed star above the balloon. The wings and star to be of the same shape and dimensions as prescribed for the military aviator. The bag of the balloon to be 9-16 inch in diameter, with the letters "U. S." in gold thread, 1-4 inch high, in the center. The basket to be 1-16 inch high and 1-8 inch wide, suspended from the bag by threads converging to a point between the basket and the bag. The entire height of the balloon to be 13-16 inch.

Junior military aeronaut and reserve military aeronaut.—Same as military aeronaut, except that the star above the balloon will be omitted, the insignia consisting of a double-wing balloon.

Observer.—The insignia to be embroidered in white on blue background will be a single wing, of the same shape and dimensions as prescribed for the military aviator, to the left of a letter "O," of Gothic design, 5-8 inch high.

Enlisted men of the Aviation Section shall have a navy blue cap let in at the sleeve head seam and extending down the sleeve 5-1-2 inches from the point of the shoulder. All men as hereinafter specified will wear the insignia as described.

A four-bladed propeller with center 3-3-4 inches from point of shoulder, embroidered in white; the propeller to be 2 inches in diameter, two of the blades horizontal and the other two vertical; 3-4 inch above the top tip of the vertical propeller blade, a figure showing the number of the squadron to which the man belongs, 1 inch high, and embroidered in white.

Aviation mechanic. same as above with a white embroidered circle added, inside of circle to be 1-1-4 inches from center of the propellers, outside of the circle to be 1-3-8 inches from the center of the propellers.

Enlist aviator, on the same blue background shall be embroidered in white the insignia as hereinafter described. A pair of wings, with a 5-inch spread with crossed propellers between them, each wing to be 1-7-18 inches long and 7-8 inch high at the inner edge. Propellers to be 1 inch across. One-fourth inch above the top tip of the vertical propeller shall be embroidered the number of the squadron to which the man belongs in figures 1-2 inch high.

MEDALS, BADGES AND RIBBONS

Medal of Honor

Ribbon.—To be of light-blue silk, with white stars, 13-8 inches in width and 3-8 inch in length.

Certificate of Merit Badge

Badge.—To be of bronze, 1-1-4 inches in diameter. On the obverse side a Roman war eagle with wings partly raised, the head in profile to the left, surrounded by the inscription "Virtutis et audaciae monumentum et praeonium." On the reverse side the words "For merit" in a wreath composed of two branches of oak, the stems joined at the bottom by a conventional knot or bow, the whole in a circle composed of the words "United States Army" in the upper half and 13 stars in the lower half. The badge to be suspended from a brass bar (3-16 inch long and 1-5-16 inches wide) by a silken ribbon (13-8 inches in length) of the same description and width as that described below.

Ribbon.—To be of silk and composed of two bands of red (1-4 inch), white (3-16 inch), and blue (3-16 inch), with the blue on the outside and red stripes separated by a white stripe (1-16 inch). The whole to be 13-8 inches wide and 3-8 inch long.

Philippines Congressional Medal

Medal.—To be of bronze, 1-1-4 inches in diameter. On the obverse side a group

composed of a color bearer holding a United States flag and supported by two men with rifles on their shoulders, the three facing the left. The flag extends to the rim, between the words "Philippine" and "Insurrection." Below the group is the date "1899." On the reverse side are the words "For patriotism, fortitude, and loyalty" in a circle composed of a branch of pine on the left and a branch of palm on the right, the stems joined by a conventional knot or bow. The medal to be suspended from a brass bar (3-16 inch long and 1-5-16 inches wide) by a silken ribbon (13-8 inches in length) of the same description and width as that described below.

Ribbon.—To be of silk and composed of a band of blue (5-8 inch), with a white stripe (1-8 inch) separating it from bands of red (1-8 inch), white (1-16 inch), and blue (1-16 inch) on either side. The whole to be 13-8 inches wide and 3-8 inch long.

Civil War Campaign Badge

Badge.—To be of bronze, 1-1-4 inches in diameter. On the obverse side is the head of Lincoln, nearly in profile, facing to the right, surrounded by the words "With malice toward none, with charity for all." On the reverse side the words "The Civil War," and below this the dates "1861-1865," the whole surrounded by a wreath formed by a branch of oak on the left, and a branch of olive on the right, the stems joined at the bottom by a conventional knot or bow. The badge to be suspended from a brass bar (3-16 inch long by 1-5-16 inches wide) by a silken ribbon (13-8 inches long) of the same description and width as that described below.

Ribbon.—To be of silk and composed of two bands of blue and gray, of equal width, the whole to be 13-8 inches wide by 3-8 inch long.

Indian Campaign Badge

Badge.—To be of bronze, 1-1-4 inches in diameter. On the obverse side is the mounted Indian, facing to the right, wearing a war bonnet and carrying a long spear in his right hand. Above the group are the words "Indian wars," and below, on either side of a buffalo skull, the circle is completed by arrowheads, conventionally arranged. On the reverse side is a trophy, composed of an angle, perched on a cannon supported by five standards, rifles, an Indian shield, spear, and quiver of arrows, a Cuban machete, and a Sulu kris. Below the trophy are the words "For service." The whole is surrounded by a circle composed of the words "United States Army" in the upper half, and thirteen stars in the lower half. The badge to be suspended from a brass bar (3-16 inch long by 1-5-16 inches wide) by a silken ribbon (13-8 inches long) of the same description and width as that described below.

Ribbon.—To be of silk and composed of band of bright red (1-4 inch), a band of black (3-16 inch), a band of bright red (1-2 inch), a band of black (3-16 inch), and a band of bright red (1-4 inch). The whole to be 13-8 inches wide by 3-8 inch long.

Spanish Campaign Badge

Badge.—To be of bronze, 1-1-4 inches in diameter. On the obverse side is a conventional castle with the addition of two round-corner towers, the whole in a circle composed of the words "War with Spain" in the upper half and in the lower half the date "1898" at the bottom, with a branch of the tobacco plant on the left and stalk of sugar cane on the right. The reverse side is the same as that of the Indian wars badge. The badge to be suspended from a brass bar (3-16 inch long by 1-5-16 inches wide) by a silken ribbon (13-8 inches long) of the same description and width as that described below.

Ribbon.—To be of silk and composed of two bands of blue (each 3-8 inch), separated by a band of yellow (3-8 inch) with a border of yellow on each edge (1-8 inch). The whole to be 13-8 inches wide by 3-4 inch long.

Philippines Campaign Badge

Badge.—To be of bronze, 1-1-4 inches in diameter. On the obverse side is a conventional coconut palm tree. On the left of it is a Roman lamp, and on the right, balances of scales. The whole is in a circle composed of the words "Philippine Insurrection" and the date "1899" at the bottom. The reverse side is the same as that of the Indian wars badge. The badge is suspended from a brass bar (3-16 inch long by 1-5-16 inches wide) by a silken ribbon (13-8 inches long) of the same description and width as that described below.

Ribbon.—To be of silk and composed of broad band of blue (5-8 inch) between bands of red (5-16 inch) with a narrow stripe of blue (1-16 inch) on either edge. The whole to be 13-8 inches wide by 3-8 inch long.

China Campaign Badge

Badge.—To be of bronze, 1-1-4 inches in diameter. On the obverse side is the Imperial Chinese five-toed dragon with the head in full face in the middle, the whole in a circle composed of the words "China Relief Expedition" with the dates "1900-1901" at the bottom. The reverse side is the same as that on the Indian wars badge. The badge to be suspended from a brass bar (3-16 inch long by 1-5-16 inches wide) by a silken ribbon (13-8 inches in length) of the same description and width as that described below.

Ribbon.—To be of silk and composed of a band of yellow (1-1-4 inches) with edges of blue (1-16 inch). The whole to be 13-8 inches wide by 3-8 inch long.

Army of Cuban Pacification Badge

Badge.—To be of bronze, 1-1-4 inches in diameter. On the obverse side is a group composed of the coat of arms of the Cuban Republic supported by two American soldiers with rifles, at parade rest. Above the group are the words "Cuban Pacification." Below the group are the dates "1906-1909." The reverse side is the same as that on the Indian wars badge. The badge is suspended from a brass bar (3-16 inch long by 1-5-16 inches wide) by a silken ribbon (13-8 inches in length) of the same description and width as that described below.

Ribbon.—To be of silk, and composed of a band of olive drab (5-8 inch) with a blue stripe (1-8 inch) separating it from bands of white (1-8 inch) and red (1-8 inch) on either side. The whole to be 13-8 inches wide by 3-8 inch long.

Army of Cuban Occupation Badge 1898-1902

Badge.—To be of bronze, 1-1-4 inches in diameter. On the obverse side is the coat of arms of the Cuban Republic. Above the coat of arms, around the circumference, are the words "Army of Occupation, Military Government of Cuba," and to the left and right, respectively, above the shield of the coat of arms, the numbers "1898" and "1902." The reverse side is the same as on the Indian wars badge. The badge is suspended from a brass bar (3-16 inch long by 1-5-16 inches wide) by a silken ribbon (13-8 inches in length) of the same description and width as that prescribed below.

Ribbon.—To be of silk and composed of a band of red (3-8 inch), a yellow stripe (1-16 inch), a band of blue (3-8 inch), a yellow stripe (1-16 inch), and a band of red (3-8 inch), with a border of blue (1-16 inch) on each edge. The whole to be 13-8 inches wide and 3-8 inch long.

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For all persons not members of the Enlisted Reserve Corps who have participated in and satisfactorily completed the prescribed encampments for military instruction of citizens. To be red enamel for first, white for second, and blue for third camps, bearing the letters "U. S. M. T. C."

Mexican Service Badge, 1911-1917

Badge.—To be of bronze, 1-1-4 inches in diameter. On the obverse side is the Mexican yucca plant in flower, with mountains in the background, as suggestive of Mexico. Above the yucca plant are the words "Mexican service" in the upper half and in the lower half "1911-1917," arranged in a circle. The reverse side is the same as that on the Indian wars badge. The badge is suspended from a brass bar (3-16 inch long by 1-5-16 inches wide) by a silken ribbon (13-8 inches in length) of the same description and width as that prescribed below.

Ribbon.—To be of silk and composed as follows: A green stripe (1-8 inch), a band of yellow (3-8 inch), a band of blue (3-8 inch), a band of yellow (3-8 inch), a green stripe (1-8 inch). The whole to be 13-8 inches wide and 3-8 inch long.

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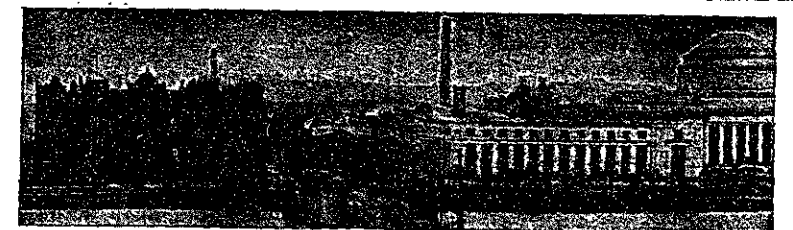
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