

MCKAY MILLIONS USED FOR HARVARD SCHOOL

Court's Decision on Harvard Technology Merger Causes New Engineering School To Be Established

TO OPEN IN JANUARY 2

As a result of the decision of the Supreme Judicial Court that the Harvard agreement with Technology was not in accord with the will of the late Gordon McKay, Harvard will open a new engineering school, Jan. 2.

According to the court, the McKay will specified that Harvard should establish a special school for training engineers. An agreement was made with Technology so that Harvard engineering students might take their scientific courses at Technology and their classical courses at Harvard. The court held that this was not the purpose of the will. Now Harvard has started a new school, which will be subject to the approval of the court.

According to the plans of the Harvard governing board, the work will be carried on in the class rooms and laboratories of the university, but arrangements will be made from time to time to utilize the facilities of other institutions.

MEN IN SERVICE

The Tech will publish once a week beginning with this issue, the list of Technology men who participated in the World War. This is the final list which we have prepared with the aid of the Alumni Association and the M. I. T. War Service Auxiliary. It will be published by classes and it is earnestly desired that any corrections or omissions be sent to the Military Editor of THE TECH. This list records the place where the Institute men were at the time the armistice was signed. Any later news of the whereabouts of these men will be published in the Personal Column of later issues.

ENROLLMENT AT THE ARMY CAMPS BRISK

Three hundred applications a day from soldiers of the selective army wishing to enter the Merchant Marine on receiving their discharge are being received by U. S. Shipping Board recruiting agents at Army camps, the Board reported today.

By authority of the War Department the Board last week sent out a representative of its Merchant Marine Recruiting Service to each of 30 cantonments to present to the soldiers there waiting release from military service, official facts about opportunities for a career in the Merchant Marine.

Many responses are from men who followed the sea before being selected for military duty. A majority, however, are from youths who have never been to sea, but are drawn to a seafaring life by a spirit of adventure and a desire to embark on a career promising substantial rewards.

No actual recruiting of these men is done at the camps, on behalf of the Shipping Board, but each applicant for sea service signs a card, giving his qualifications and age. After his discharge he will be directed to a Shipping Board agency for actual enrollment as a sailor.

The Board expects to secure by this means a large number of simon-pure American sailors for the new Merchant Marine, as well as youths who may make sea-going a stepping stone to life work as steamship agents or trade representatives.

FEW AVIATORS REMAIN

Technology is no longer the great aviation ground school that it was two months ago, and has been ever since this country entered the war. The cadet aviators have gradually been discharged until now only a bare 200 or 300 remain. All the Canadians have left, and their blue uniform is conspicuous by its absence. Those men who still remain expect to go within the next six weeks. With the passing of the aviators the Walker Memorial comes to the undergraduates as a building for their own use. Most of the activities will have their headquarters there, and hereafter it will be the "Home of Big Things."

ALUMNI MEET

Washington Society Hears Inter- esting Talks

The Washington Society of the Technology held a successful meeting, December 10 at the University Club. About 50 of the 70 men were in uniform. Free movies, informal talks by prominent Technology men, and the annual election of officers made up a program which was both interesting and lively. Calvin Rice '90, secretary of the American Society of Mechanical Engineers said that three men of a committee of nine engineers on their way to France to assist in reconstruction work were Technology men, namely, Professor George F. Swain, Charles T. Main and George W. Fuller. Professor Dewey left an economic problem to solve, as of old, and "Ike" Litchfield told of his work in the Department of Labor and spoke optimistically of the business future of this country. The officers for the succeeding year are: president, Major A. N. Holcombe; vice-president, F. W. Swanton; secretary-treasurer, E. J. Casselman; member of executive committee, E. B. Phelps.

BUREAU OF STANDARDS REPORT OF INTEREST TO TECHNOLOGY MEN

As many Technology graduates have been employed by the U. S. Bureau of Standards during the period of the War, Alumni of the Institute may be interested in reading the report of the Director. The Bureau of Standards has appealed to highly educated technical men because of the experience which it has afforded in pure science and technology. The report follows:

"The recent activities of the Bureau of Standards, Department of Commerce, form an interesting chapter in the technical history of military efficiency. The report of the Director of the Bureau of Standards issued today covers many interesting applications of science to warfare. The Bureau of Standards is essentially a physical research laboratory and as such has been engaged in researches on military instruments; methods for locating enemy batteries; development of new materials, appliances, and method, and other technical researches on military problems.

"The regular work of the Bureau, however, has yielded interesting and important results. Apart from new researches, a large volume of testing was completed, more than 300,000 separate tests being made. The construction of the new industrial laboratory, the completion of the metallurgical laboratory and the building of a number of emergency war laboratories for airplane investigations were events of interest, and fortunately will be of great value in the development of the several branches of technology within the Bureau's field.

"When the United States entered the war, the Bureau already possessed exceptional facilities, equipment, and personnel for exact scientific research in physics, chemistry, and engineering. This enabled it to take up promptly many important military researches. The laboratories, so useful during peace, proved of especial importance in war. The specialized equipment of instruments materials, and supplies were on hand which were then almost unobtainable elsewhere. The Bureau promptly extended its service to all lines of scientific work which would assist in the war. Practically every section of the Bureau's regular organization has had military

(Continued on page 2)

MERCHANT MARINE SCHOOLS TO CONTINUE

More Men Needed to Man Merchants Ships Which Will No Longer Be in Charge of Naval Men

HENRY HOWARD '89 IN CHARGE

Although the aviation school at Technology either have closed, or will close in the near future. The schools for training men for the merchant marine will remain open at least until the first of March. The deck officers' school is in charge of Dean Burton, who is also supervisor of instruction of all the schools of this sort throughout the country, while the engineers' school is under the charge of Professor Edward Miller. The recruiting for the merchant marine is under the charge of Henry Howard '89. The continuance of these schools is made imperative by the decision of the Shipping Board to man all merchant ships with merchant mariners and not with naval men.

"The Merchant Mariner" tells of this decision as follows:

"Naval manning of new cargo ships, which grew out of war necessities, is in principle a thing of the past, the U. S. Shipping Board has officially announced.

"In an important statement dealing with the future policy of the board under this head, issued for publication on December 17, these points were made clear:

"That all merchant ships hereafter coming out will be given merchant crews.

"That this change is due to the discontinuance of naval regulation of the movements of merchant shipping, resulting from the return of peace conditions at sea.

"The Board's announcement clears up some obscurities that have existed of late in the public mind as to who was to man the new Merchant Marine.

"Statements had appeared in the newspapers in the week preceding the issuance of the Board's announcement, to the effect that one of the great peact tasks before the navy was the manning of the new Merchant Marine.

"These statements were of the same tenor as others that appeared during the war, to the effect that the navy was manning the Merchant Marine.

"The situation regarding the first statement is clarified by the Shipping Board's official announcement that Merchant Marine crews will man all merchant ships hereafter coming out.

"The facts concerning war-time manning were not so easily made clear to persons asking for information. They were as follows:

"During the war the navy took over substantially half of the new ships constructed by the Shipping Board, and operated them as navy ships. Although Merchant Marine vessels in type, they ceased to be part of the Merchant Marine while under navy control. They were not operated under the same regu-

(Continued on page 2)

NEW AGE LIMITS

The new regulations regarding age limits for the Recruiting Service will be as follows:

Deck and engineer officers
19 years to 55 years, inclusive
Sailors, cooks and stewards
18 years to 35 years, inclusive.
Firemen

18 years to 35 years, inclusive.
Oilers and water-tenders of Joseph G. Branch School of Engineering
21 years to 35 years, inclusive.

This Service has 6,854 Official Enrolling Stations at Rexall drug stores, each station being in charge of a Special Enrolling Agent who serves the United States Shipping Board at \$1.00 a year. These agents are steadily signing on the men needed for the Training Fleet of the New Merchant Marine. Only American citizens are accepted for training.

STATEMENT BY U. S. SHIPPING BOARD ON DISCONTINUANCE OF NAVAL REGULATION OF MERCHANT SHIPS AND THE BOARD'S DECISION TO MAN ALL MERCHANT VESSELS HEREAFTER WITH MER- CHANT SAILORS.

"The Shipping Board announces, through its Acting Chairman, that, in consequence of the elimination of the submarine danger, with the attendant discontinuance of the convoy and other naval regulations which governed the movements of cargo vessels during the war emergency, it has been decided to man all out-coming vessels, excepting for the present those steamers engaged in the transport of troops, with merchant sailors.

"In making this decision the Board has been guided by the necessity of restoring the usual commercial conditions governing the operation of merchant vessels, as rapidly as possible, in order to enable the ordinary competitive conditions to be met. During the war, it was for military reasons considered proper that many of the vessels should be under naval regulations as they were so peculiarly but instruments of our military operations in Europe, and the splendid service rendered by the officers, and men of the Naval Reserve force in this service is fully recognized. There have also been operated through the submarine and mine infested waters, many merchant vessels manned by the usual merchant crews. The Board is fully conscious of the great service rendered by these men in a most difficult and dangerous trade, and desires to publicly express its appreciation of the part played by the merchant sailor in winning the war."

TWO MORE GONE

Technology School of Aeronautics Lose Two More Graduates

Two more men from the Technology School of Military Aeronautics have been reported either as dead or missing. These are Lieutenant Howard R. Clapp, Harvard '18, and Lieutenant Samuel P. Mandell, Harvard '18.

Lieut. Clapp is a West Newton man and was attached to the 22nd U. S. Aero squadron. He is 25 years old, and the son of Mr. and Mrs. Cliff R. Clapp, 49 Temple street, West Newton. He is a



LIEUT. HOWARD R. CLAPP

graduate of the Newton High School, Noble & Greenough, and of Harvard in 1916. He then entered the Harvard Law School, and joined the Harvard Regiment. He went to Plattsburg and was then ordered to the U. S. A. School of Aeronautics, the ground school at Technology. He was graduated from there in Squadron 11 and ordered to Mincola for flying work, receiving his commission as

(Continued from page 3)

PLANS NOW COMPLETED FOR THE SECOND TERM

While Students Enjoy Christ- mas Vacation, The Faculty Arrange to Bring Institute Work Back to Normal

MANY SUBJECTS TO BE REPEATED

All Institute activities have been suspended for the week, and the students are recuperating from their life in the S. A. T. C. before starting upon the next term of twenty-two weeks. This next term is to be divided into two periods of eleven weeks each, and the studies for the upper classes will be changed between periods.

Many men are returning from training camps, and have been consulting with the Institute authorities regarding the advisability of attending the Institute this next term. The faculty is arranging to take care of these men as well as those whose work while in the S. A. T. C. was unsatisfactory. The plans as they exist at present will place all men who do their work satisfactorily this coming term, and for a short time this summer, into regular standing with their classes, and beginning next fall, Technology will once more be on a normal footing.

The following subjects of the first term are to be repeated: Mathematics, M-21; Applied Mechanics, 215; Applied Mechanics, 217; and first term Physics. This will give students an opportunity to make up some of their first term subjects next term, and the rest of them during the summer months.

As was the case last year, a new freshman class will be taken in, and this class will be ready to start its Sophomore year next fall with the present freshman class.

The total registration will probably be about 1600, which will be nearly as large as normal times, considering the fact that there are now no Seniors at the Institute.

SCARLET CHEVRONS FOR HONOR SOLDIERS

The enlisted men who served in the Army with honor to themselves and to the nation will hereafter be distinguished by a special chevron, the War Department having issued the following regulation granting a distinguishing mark for the good soldier:

"I. As a recognition of duties performed in the service of the country, it is directed that each soldier on being honorably discharged be furnished with two scarlet chevrons, to be worn on the left sleeve, point up, midway between the elbow and the shoulder, one on the coat and one on the overcoat. This will serve to indicate to the country while the uniform is being worn that the wearer responded to the demands of the country, performing creditable service in the Army, and finally received honorable discharge therefrom.

"II. Where practicable these chevrons should be sewn on the garments before discharge. If this cannot be done, they will be presented to the soldier with his discharge papers."

"III. The chevrons will be of the same size and shape as now prescribed for war service chevrons. Immediate steps will be taken to provide them at all places where troops will be discharged and they can be furnished to men already discharged, who apply for same."

MESS HALL REMODELED

The huge mess-hall here at Technology is now open to all who wish to eat there. Since the S. A. T. C. has disappeared the hall has been remodeled to some extent. The canteen which was at Walker has been transferred, and now one can obtain cigarettes and candy there. The crack navy band which entertained the aviators at Walker is now adding music with the meals of those dining at the mess-hall. During the time that Walker is being re-decorated this mess hall will serve as the regular Institute dining-room.

The Tech

Established 1881

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The Editor-in-Chief is always responsible for the opinions expressed in the editorial columns, and the Managing Editor for the matter which appears in the news columns.

IN CHARGE OF THIS ISSUE

H. D. Folinsbee, Oct. '20 Ernest N. May, Oct. '20

WEDNESDAY, DECEMBER 25, 1918

THE ALUMNI ISSUE

THE present issue of THE TECH is essentially an Alumni Issue.

In this issue we are inaugurating a plan which we propose to follow throughout the coming months of bringing before the Alumni various openings for men returning from military service. We have given considerable space in the present issue to details of the merchant marine. Men are needed in this branch who have had considerable sea and technical experience, both for deck officers and engineers. A number of Technology men have already applied for sea duty. It is interesting and gratifying to note that the schools, and in fact the entire directorship of the recruiting for the merchant marine, are in the hands of Technology professors and graduates.

We are also printing the report of the United States Bureau of Standards, with the hope that it will interest the multitude of Technologists who are there. Many men with technical training are employed at the Bureau and it might be well for returning soldiers to look there for employment.

THE SERVICE LIST

IN order that the Alumni may have a complete list of the men in their class who were in the military service of the United States or any of the Allied Nations during the War, THE TECH is starting with this issue to print its service list by classes. This list was printed in part about a year ago, but nearly every man has been changed since that time, and the old list is therefore of little value.

In the new list we are endeavoring to tell the rank of the man at the time the armistice was signed, and also to give any prominent details of his army life, such as being decorated for bravery. Any changes which have occurred since that time will be recorded in the personals column, and any corrections which we may receive for the present service list will also be noted in the personals column. We would suggest that each Alumnus clip the list of his class when it is published and keep it as a permanent record.

We will probably publish sections of the list once a week, with the possible exception of next week, when the news which usually accompanies the opening of a term will probably occupy our columns.

THE IRON BATTALION

WITH the breaking up of the S. A. T. C. there will be a great number of men transferred to the R. O. T. C. There have been military organizations at the Institute since we can remember, but with the exception of the Engineer corps of nineteen sixteen and nineteen seventeen there has never been any drill that has always been regarded as a necessary evil out of which the men got as little good as they possibly could. The idea this year should be to make the work of the famous Iron Battalion snappy and interesting.

PERSONALS

The letters were received by Mr. Sprague, father of William G. Sprague '16, who was killed October 26 in a landing accident at Ile Tudy, Finistere. He was an Ensign in the U. S. Naval Aviation Forces.

FROM THE COMMANDER-IN-CHIEF of the ATLANTIC FLEET
Hotel Meurice, Paris, France,
November 2, 1918.

My dear Mr. Sprague:
I happened to be at the U. S. Aviation Station at Ile Tudy, France, on the day when the unfortunate accident occurred which cost you a dear son and the U. S. an accomplished aviator officer. I had had the pleasure of meeting Ensign Sprague only a couple of hours prior to the accident. It is hard to express one's feelings of sympathy in a case like this!



ENSIGN WM. G. SPRAGUE '16

Words seem very feeble! But I do assure you that you have the full sympathy of the U. S. Navy in your loss. It should be a consolation to you that your son gave his life for his country—that he was doing his duty, doing all that a man could—and that he was at all times ready for that supreme sacrifice which came to him.

The Navy, and the country, is proud of him and of the American manhood which he represented.

With very great sympathy and respect,
I am

Most sincerely,
(Signed) H. T. MAYO,
Admiral, U. S. N.
Commander-in-Chief,
Atlantic Fleet.

(Translated from the French.)
3e Arrondissement M-Me
Port De Lorient

Lorient, 29 October 1918.
LE-VICE ADMIRAL
COMMANDING-IN-CHIEF
CITES TO THE ORDER OF THE DAY
(War Cross with gilt star)
Ensign SPRAGUE, U. S. N.

On the 26th of October, attacked and probably destroyed an enemy submarine which had been sighted by him near an important convoy which he thus efficiently protected.

Killed gloriously when coming back from this brilliant action, in a landing accident.

Commanding-in-Chief, Maritime Prefect.
The Vice-Admiral AUBRY,
(Signed) AUBRY.

P. C. C.
Le Capitaine de Corvette VASCHALDE,
C. P. A. L.
(Signed) R. VASCHALDE.

Norman D. Macleod '14 has been cited for bravery. The official announcement follows:

HEADQUARTERS 26TH DIVISION
AMERICAN EXPEDITIONARY FORCE
France, November 17, 1918.
GENERAL ORDERS
No. 102.

1. The Division Commander takes pleasure in announcing the award of the Distinguished Service Cross to the following named officer:

CAPTAIN NORMAN D. MACLEOD,
103rd Field Artillery.

For extraordinary heroism in action at Mareheville, France, 26 September, 1918.

While acting as artillery liaison officer, Captain Macleod displayed remarkable courage and judgment under terrific artillery and machine gun fire. In addition to his duties as liaison officer, he volunteered and took personal command of a detachment of infantrymen who were without officers, and by his personal bravery and resourcefulness successfully withstood a violent counter-attack by the enemy.

By command of Brigadier General BAMFORD:

DUNCAN K. MAJOR, Jr.,
Chief of Staff.

While at Technology Captain Mcleod was taking Course II. He graduated in 1914, and went to Providence, R. I. to accept a position with the Brown and Sharpe Manufacturing Company.

Of all Technology boys in the U. S. Navy, James Burbank '16, I, seems to have an unusual record. He enlisted in the naval reserve, in the early days of the war, was made ensign in command of Patrol boat, Question II, on duty at the harbor entrance at Portland, Maine. On July 4, he was detailed to Annapolis in a class of 200. Here he studied Marine Engineering, and graduated third in his class. On September 24, he was appointed junior watch and division officer, on board the U. S. S. Alabama. In the meanwhile, he was promoted to Ensign (temporary commission) in the U. S. Navy. Then came his appointment as instructor in Annapolis, and his promotion to the rank of lieutenant.

BUREAU OF STANDARDS REPORTS

(Continued from page 1)

problems of the most pressing nature submitted to it, and invaluable service has been rendered.

"The recent expansion of the Bureau has been on lines vital to the success of the war. It is interesting to note, however, that many of these lines are of essential value to our industries in peace. The need for the national provision for master-gauge standardization was only realized by those in close touch with such work. The accurate dimensioning of the functioning parts of mechanism will permit extending the American system of manufacturing interchangeable parts to its maximum usefulness. The importance of nation-wide standardization has long been known, but the practical working out of such standardization has long been known, standardization is best met by a national laboratory such as the Bureau of Standards. The same principle holds for all the technologies and special branches of physics.

"The combination of pure science and technology has proven especially stimulating and effective. The close co-operation of physicists and engineers in practical as well as theoretical work has given an unusual breadth to such researches. In turn, the technologic facilities have proven of great value in the purely scientific work. Many cases might be cited where the elements of a research problem ramify into laboratories of practically every division of the Bureau. The airplane is an example, and a problem apparently as simple as the spark plug has called for researches in many different technical sections of the Bureau. The establishment of new industries in America, such as those of optical glass and chemical porcelain, and the scientific remodeling of older industries are fruits of the more intimate co-operation of science and industry which it is the function of the Bureau to promote.

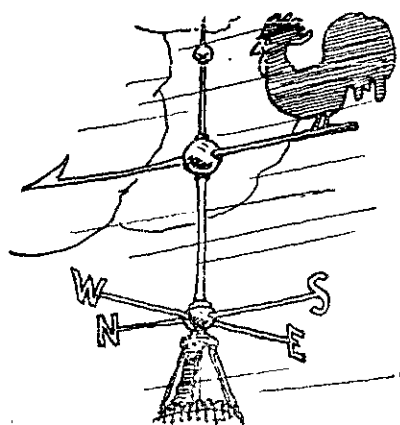
"In this connection may be mentioned the important fact that a fine laboratory for industrial research is nearly completed and will be ready for us in a few months. This laboratory when completely equipped will be one of the most effective of its kind in the world. In no national institution in the world is the union between pure science and practical technology so intimate as in the work of the Bureau of Standards.

"Apart from confidential reports, the Bureau published during the year about 50 new publications, including scientific, and technologic circulars and bulletins. Thirty-six confidential circulars were printed on the subject of aviation instruments alone. The establishment of the work on metals in a suitable laboratory building was followed by the establishment of experimental foundry and other research work on a practical basis. An interesting branch of the Bureau's work is found in the field of public utilities, especially recent developments in regard to telephone service standards, and the standards of safety and practice for power service, elevator service, crane construction, building construction, and the like.

"Altogether the report of the Director shows an extremely wide range of industrial research problems in progress at our national bureau of standardization and research.

"It has been proposed that the functions of the Bureau of Standards should permit the maker of any standard commodity to submit a specimen of his product for examination and to provide that the Bureau, after such an examination, should certify to the facts that a buyer, domestic or foreign, ought to know respecting the nature of the article. This suggestion was made by persons experienced in domestic and foreign trade and in large financial operations. It is a matter of great importance to the business of the country."

Which Way Is The Wind Blowing at Technology ??



The Tech
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IS THE OFFICIAL
WEATHERVANE
OF THE ALUMNI
OF TECHNOLOGY.
IT GETS WIND OF
HAPPENINGS
"OVER THERE."
IT WILL TELL
YOU WHEN YOUR
CLASSMATE
DOWNED HIS FIRST
BOCHE FLIER.
SEND A
DOLLAR AND A
HALF FOR
SIX MONTHS'
SUBSCRIPTION.

MARINE SCHOOLS CONTINUE

(Continued from page 1)

lations as Merchant Marine ships. They were, in fact, navy ships.

"The navy recruited large numbers of officers and men to serve on these ships. The statement often appeared in print that the navy was recruiting these men for service in the Merchant Marine. This was not actually the case, for though the ships were in overseas service, the men on them, by virtue of their enlistment in the navy, were barred from serving in the Merchant Marine, and from receiving the higher pay of Merchant Marine sailors.

"It can now be stated that the navy did a very important service by its wartime use of the cargo vessels it took over from the U. S. Shipping Board; that the Board now considers the time opportune to terminate the arrangement by which these vessels were turned over to the navy, and that the Board most heartily thanks the navy for the work it did with the cargo vessels assigned it during the war.

"The Shipping Board's official statement makes clear one fact: That the demand for men for the Merchant Marine service will be much greater under peace conditions than it was during the war.

"This means increased work and responsibilities for the Recruiting Service of the Shipping Board. It now has double the number of new ships to man than it had before the armistice was signed.

"Reducing the situation to cases, the man who wants a job in the Merchant Service now can get it in jig-time."

CLAPP AND MANDELL

(Continued from page 1)

first lieutenant just about a year ago. He went to France in January of this year, and was reported missing Nov. 3, the list in which his name appears being over a month behind in reaching this country.

Lieut. Samuel P. Mandell, Harvard 1918, was reported killed in action on Nov. 5 last, over the enemy lines, while flying with the First Day Bombardment Group, 20th Aero Squadron. Lt. Mandell, who was a pilot, was 21 years old



LIEUT. SAMUEL P. MANDELL

and a graduate of St. Mark's school. He was in the Harvard Flying Corps that trained at Ithaca in 1916. He enlisted in 1917 and after a period of training at Newport News, was transferred to the U. S. A. School of Aeronautics at Technology for ground instruction. His overseas training began in December, 1917, at Issoudun, Tours, Clermont-Ferrand, Chateaudun and Aubrey, France. His day bombardment group, his first assignment at the front, was the first unit to use all-American equipment. He participated in numerous bombing raids and engagements, one at St. Mihiel, and one raid in which the squadron engaged 20 German planes. His body was recovered and buried at Martincourt, Nov. 17th.

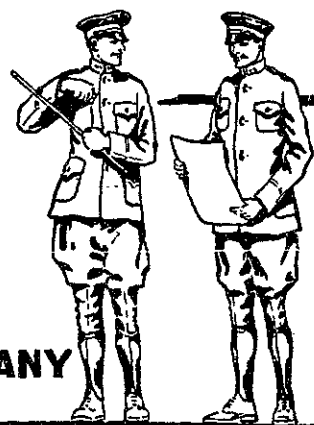
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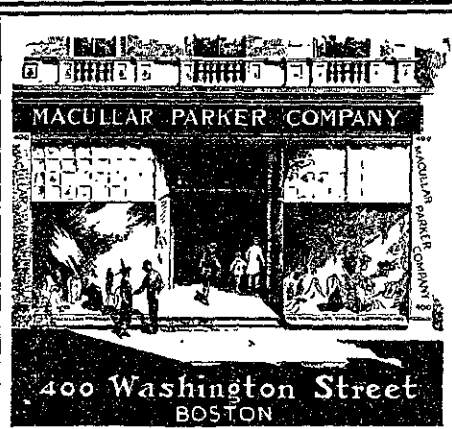
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Technology Bureau

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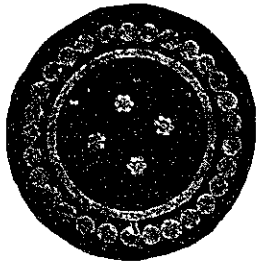
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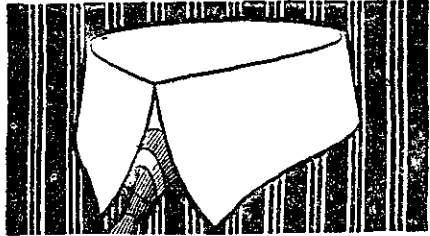


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MEN IN SERVICE

CLASS OF 1870

Bixby, William H.
Brig. Gen. U. S. A., Engrs. (Ret.)
War service since June, 1917.

CLASS OF 1871

Howe, Prof. Henry M., III.
Metallurgist with O. D.

CLASS OF 1873

Barnard, Charles, III.
Lieut. A. E. F.
Felton, Samuel M., I.
Director General of Rys.
734-15th St., ... W., Washington.
Ripley, Henry L., I.
Lieut.-Col. U. S. A. Cav., chge. of Sig. C. Gen. Supt.

CLASS OF 1874

Blunt, William T., I.
Asst. Engrs., Eng. C., U. S. A.

CLASS OF 1875

Mixer, Samuel J., I.
Government Service.
Maj. Med. R. C., Washington.
Active Duty Office Surgeon Genl., Wash.

CLASS OF 1877

Quinby, George F.,
Col. Mass. C. A. C. Comd'g. 66 Rgt.

CLASS OF 1878

Baker, Charles M., IV.
In purchasing dept. of Sig. Corps.

CLASS OF 1879

Waitt, Arthur M., II.
Maj. E. O. R. C. Resigned Jan. 2, 1918.

CLASS OF 1881

Cabot, Godfrey L.
Lieut. U. S. N. R.
Rogers, James S., IV.
Interested in Food Administration.

CLASS OF 1882

Wood, John P., II.
Col., 1st Pa. Cav.

CLASS OF 1883

Foran, George J., II.
Chair. of Mobilization Committee of Amer. Society of Mechanical Engrs.
Little, David M.
Lieut. Naval Reserves.
Scott, Robert W., II.
Amer. Field Ambulance, France.
A Co. 327 "Brig. 311" Center, Tank Cps., A. P. O. 714, A. E. F., France.

CLASS OF 1885

Litchfield, Issac W., II. VIII.
Director of technical and engineering, Division of U. S. Pub. Service Res. Board.
Packard, Winthrop, V.
M. S. G.
Sise, Lyman
Pvt. 1st Motor Corps, Mass State Guard.

CLASS OF 1886

Higgins, Edward E., VI.
Ensign connected with coast defence of Connecticut. Died from cerebral meningitis, June 20, 1917.
Smith, Sidney F., VI.
Examiner in Patent Office. Chair. of special Comm. on war inventions.

CLASS OF 1887

Cobb, Morton E., II.
Capt. in the Q. M. R. C.
Died, accidental discharge of revolver, August, 1917.
Draper, George O., II.
Capt., Sig. U. S. R., Air Service.
Hotel du Palais, Paris.
Gulliver, Frederic P., III.

Co-operating with Avia. Division.
Norris, George L., III.
Aircraft Prod. Bd.
Capt. A. S., S. R. C., War Dept. Equip. Div.
Sever, George F., VI.
Maj. Engr. O. R. C., Washington, D. C. Off. of chf. of Engr.
Souther, Henry, III.
Commanding Major S. O. R. C.
Died August 15th, 1918, following a surgical operation at Fort Monroe.
Spaulding, Hollon C., II.
Port Quartermaster, Halifax, Nova Scotia.
Capt.
Sullivan H. P.
Expert, Aviation Dive., France.
(Name not in Register.)
Tripp, Frank Foster
Capt. 10th Reg., 5th Brig. Inf., M. S. G.

CLASS OF 1888

Hazen Allen, V.
Eng. Cantonment for 4th Nat'l. Army. Wrightstown, N. J.
Horn, Henry J., I.
Red Cross Comm. to Russia.
Major.
Laist, Theodore F., IV.
Major E. O. R. C.
Wood, Frederic J., II.
Major Q. M. C., E. O. R. C.

CLASS OF 1889

Beaman, William M., III.
Maj. E. C., U. S. R.
Cabot, John Wilder, I.
2nd Lieut. Field Clerk, Q. M. C.
Emerson, Harrison D., I.
Eng. R. C.
Guppy, Lt.-Col. Benjamin W., I.
Hdgrs.: No. 2 Base Sect., Bordeaux. In charge First Battalion, 14th Engrs. (In France.)
Howard, Henry, V.
Director of Recruiting, U. S. Shipping Board, Custom House, Boston.
Pike, Clayton W., VI.
Maj. Ord. Elect. Eng.
Rogers, Harry L.
Crg. Q. M., U. S. A.
Brig.-Gen., Chief Q. M., N. A., A. E. F.
Whipple, George C., I.
Maj. Red Cross Comm. to Russia.
Now returned to Technology.

CLASS OF 1873

Brown Frank N.
Q. M. C. Inspector of Gas Helmets.

CLASS OF 1887

Gardner, Charles H., VI.
Surgeon. Extra Cantonment Sanitation, San Antonio, Texas.
Mulliken, Samuel P., V.
Major Chemical Service.

CLASS OF 1888

Hall, William A., II.
30 Avenue des Champs Elysees, Paris, France.
Moore, George D.
Col. Inspector General, Hq.: 2nd Corps, A. E. F.
Thompson, S. E.
Major. Engineers

CLASS OF 1889

Dutz, Charles H.
U. S. Coast Survey, Washington, D. C.
French, Edward V., II.
Major Q. M. C.
Sauveur A., III.
Director Division of Metallurgy, U. S. Air Service, A. E. F., 65 rue des Saints Peres, Paris, France.
Smith, Harry D., II.
Co. 157th Infantry.
Smith, Murray, IV.
U. S. Navy Yard Boston, Mass.

COLLEGE ARMY WORK WILL GO ON

Washington, Dec. 21—Secretary Baker today authorized the statement that, with the demobilization of the students' army training corps, the colleges of the United States will not give up their connection with military training, but instead will turn their attention to the reserve officers' training corps. Before the war there were about 115 units of the reserve officers' training corps in various colleges. About 100 of these are now being re-established and applications have been received for about 200 new units, something like three-fifths of the 500 institutions in the students army training corps will start at once with units of the reserve officers' training corps. One important change in the organization of the reserve officers' training corps is now being worked out. This change in regulations will allow the units to specialize in training officer material for the various corps of the army such as the field artillery, engineer, signal corps, coast artillery, ordnance, medical corps and military aeronautics instead of the uniform training for infantry, which was the rule before the war.

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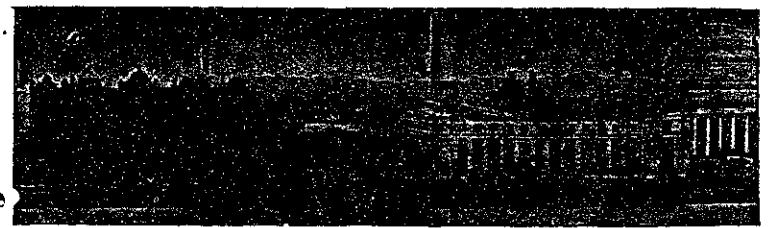
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Browning, King & Company

407-411 Washington Street, Boston

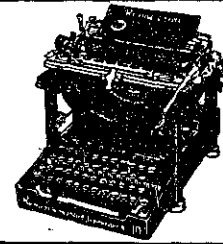
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