ORGANIZED CONTROL.

Kicking and class spirit are admirable and should be encouraged. Still the control must be kept in hand, lest the measure they desire should be of the best, the fights themselves may be the ruin of the class. Thursday night's affair that it was a sham to have Tech men put on the Thursday night considerable damage was done to the Institute.

The fight night considerable damage was done to the Institute property at the Field. This damage was done by a crowd of young ruffians from Jamaica Plain, but the Sophomore-Freshmen group that night gave the ruffian's fight their opportunity. In addition it might be said the Brooklyn Police complained to the Institute authorities and said that they were unable to discriminate between the muckers and the Tech men. Dean Burton remarked after the fights that it was a shame to have Tech men put on the Thursday night affair that it was a sham to have Tech men put on the Thursday night considerable damage was done to the Institute.

The remedy is not the abandonment of class competition before Field Day but its organized control. To this end, let Tech men be placed in the different classes. This is a way of opening up the different classes to the outside world and so avoiding the question of. Any good that such acquaintance does, however, is much more than counteracted by the harm that is none the worse for neglecting to do the Institute by reason of the. This rowdiness is almost inevitable when fellows go out to night looking for excitement in a district thickly inhabited by young men.

The spirit shown by classes when they obey all at night in the dark and cold although courageous is rather inconsequent. The game is hardly worth the candle. The classes should consider the good of Technology more than their own. Any comfort that a class may derive from seeing its banner hanging on a tree seems very small when one reflects that this comfort is gained at a loss of reputation to the Institute.

AilX I do not want to make any per-

The locomotive now used has 60-inch drivers and weighs 100,000 pounds. It is built of steel and is equipped with a superheater. The arrangement of its cylinders is such that it can readily be converted from simple to compound. For the benefit of the students of locomotive engineering, the University, through the courtesy of several railroad companies, has collected a series of locomotives to form a nucleus for a locomotive museum. These represent the development of the locomotive from 1840. In addition there is a model of the locomotive which is a number of models, typical of

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