

THE TECH

Published every Monday, Wednesday, and Friday during the college year by students of the Massachusetts Institute of Technology.

Entered as second-class matter October 6, 1904, at the post office at Boston, Mass., under the Act of Congress of March 3, 1879.

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Subscriptions within the Boston Postal District and outside of United States must be accompanied by postage.

Subscription - \$1.50 per year in advance.
Single Copies 3 Cents.

Printed by Old Colony Press, Boston.

Wednesday, November 4, 1908.

Credit for the cartoon published by The Tech in its Republican Parade extra is due Wellesley J. Seligman 1911, the artist.

In a personal interview, Bursar Rand last night made the following statements in regard to Field Day

Concerning the action of the sophomore class in abolishing the "Night Before" struggle, he said that he considered the idea most commendable and that the class was to be congratulated. The past custom has not been carried out in the right sort of spirit, and the results of the melees have demonstrated the wisdom of the recent act of abolition of the flag rush.

"The 'night before,'" he said, "has always interfered to a large extent with the good results of the next day. The plan for Field Day, the events, and the manner in which they are run off are not to be surpassed for the right sort of class spirit and safety. The fellows all should feel an affection for clean rivalry, and the many professors and members of the Corporation that attend Field Day all desire to see a clean, spirited contest. I look forward to the day every year with a great deal of heartiness and wouldn't miss it for anything."

Bursar Rand feels that the plan to have three pulls instead of one for the tug-of-war teams as formerly is a great improvement. He felt that one pull before was over so quickly that it was almost disappointing, and in some cases was not a real test of strength. He thinks that three trials will add much to the interest of the event.

In closing the Bursar expressed the hope that there would be a fine attendance at the contests from the undergraduates. The faculty and Corporation are greatly interested and are going to turn out in large numbers. 'Field Day' is one of the great days of the Institute and should be attended as such.

POINT SYSTEM

(Continued from page 1.)

the point system as accepted is as follows:

"The committee would first call your attention to the following mistakes in the copy of the point system printed in The Tech and given to the secretary.

"The advertising manager of the Tech Show was rated at 4 points during the first term, but this was omitted from the copy.

"The manager of the fencing team was left out and the tennis manager rated at both 6 and 4 points. The original plan rated the fencing manager at 6 points and the tennis manager at 4 points.

"The following additions to and changes in the scheme are recommended for adoption:

"The captain of the track team should be rated at 6 points instead of 8.

"The members of class A should be given the same privilege in regard to athletics as members of classes B, C, D, and E, that is, they should be allowed to go out for any class or varsity team without exceeding 10 points.

"The candidates for assistant manager of track team during the competition, and the assistant manager when chosen, should be rated at 5 points.

"The members of the Tech board should be arranged as follows: Editor-in-chief 10, managing editor 9, business manager 9, editors 8, assistant business managers 8, associate editors 6, news staff and candidates 4, business staff and candidates 4.

"The executive committees and directors of the classes should be rated at 1 point.

"The committee believes that it would not be inconsistent with this scheme to allow one man to be president of the M. I. T. A. A., captain of the track team, and a member of the advisory council, without exceeding limit of 10 points.

"It is recommended that no one man be allowed to serve on more than one standing committee of the Institute Committee, i. e., the executive committee, the Union Committee, and the regulation committee."

It was recommended that the rules committee submit at the next meeting point ratings for the Union Committee members.

TIME OF RACE ALTERED Cross Country Teams Finish After First-Half Football Game

Owing to a new university rule at Harvard that no athletic contest shall begin before 4 o'clock, the cross-country race will not finish at 2:15. The manager of the team has, however, obtained special permission to have the race start at 3 o'clock. This new condition of affairs will necessitate a slight re-arrangement of the Field Day events. Instead of having the cross-country race with Harvard finish before the regular events begin as has been the custom, this race, which is the feature of the day, will end at about 3:25 P. M. The first tug-of-war pull will come before the football game begins. The first half of the game should be over about 3:15. Between the halves will occur the relay race and the second tug-of-war pull. These events will probably take up fifteen minutes. With the cross-country race starting at 3 o'clock the first man should reach the Field before the cheers for the winning tug-of-war team have died away.

P. D. White, who made such a sensation in the fall meet by taking first in the 100-yard dash and the 1-2 mile has decided to give up his place on the cross-country team and run on the sophomore relay. White is a considerable loss to the cross-country team, as he has shown some very good work in the runs this fall. He will make one of the best men on his class team where his speed will be greatly needed if 1911 is to win the race. C. L. Batchelder 1909, who finished next to White in the cross-country trials would naturally be the man to take White's place on the team, but C. L. Campbell 1909, has shown up so well that it was decided to have these two men run a match race over the regular course for the vacant position. The men kept very close together for three miles. From this point on Batchelder's longer experience gave him the advantage and he gradually drew away from Campbell, who finished gamely a short distance behind.

COUPLER CONTEST

Italian College of Engineers Offers Prize for Design

A competition for the design of a practical automatic railway coupler has been announced by the National College of Italian Railway Engineers, and notice has been forwarded to the Institute with the intention of calling the contest to the attention of the largest possible number of persons interested in the matter.

It is a well known fact that a large proportion of the accidents to railway employes are due directly or indirectly to imperfections in the car coupling system. In this country automatic couplers and train braking systems have for some time been required by law, and the results have shown a marked decrease in accidents due to troubles of this nature. According to the circular issued by the committee of the Italian Engineers College appointed to consider the matter, coupling by the turnbuckle and buffer system operated by hand by men standing between the cars is the usual method in Italy. Some experiments have been made with various European and American automatic devices, but none has yet been found sufficiently satisfactory to warrant its universal adoption over a large and rather poor system of railroads.

In order to make the study of the question of coupler improvement of more interest to the general public than a mere technical detail of the railway physical plant, the College of Engineers has instituted the contest above mentioned, and offers certain prizes, the amount of which is not stated in the circular notice, for the best solution of the problem. The right is reserved to use a reasonable number of couplers, built according to the specifications offered, for an unlimited time in actual service to determine their merits and defects in practice.

The committee feels that many good elements exist in present devices, but that they have not been happily combined, and that some new points must probably be added. In a similar contest held two years ago no prize was awarded, but honorable mention was granted to two companies, one Italian and the other German.

It is hoped that all persons with ideas on the subject will advance them for what they are worth. No limitation is made with regard to occupation or nationality of contestants. The competition is in charge of the National College of Italian Railway Engineers, 70 Via delle Muratte, Rome, Italy.

The engagement is announced of Miss Margery F. Adams, to Mr. Eugene G. Luening 1910, and also that of Miss Frances C. Woodbury to Mr. George Weinhausen, Jr., 1910. Both of the young men come from Milwaukee. The young women are from Allston.

RELAY TEAMS COMPLETE

At the final sophomore relay trials held at the Field Monday, G. A. Hodge was chosen as twelfth man and C. R. Johnson and C. P. Kerr as subs.

The team that will run against the freshmen Friday is made up of the following men:—W. J. Seligman, H. L. Robinson, R. O. Wood, J. A. Bigelow, F. C. Dolke, I. F. Morrison, R. H. Gould, J. L. McAllen, N. N. Prentiss, Capt. W. C. Salisbury, P. D. White, and G. A. Hodge.

The freshman team is as follows:—V. W. Allen, Harvey S. Benson, manager, J. S. Grant, N. G. Hershoff, A. H. Means, E. Mangan, M. A. Oettinger, Capt. W. C. Reed, J. I. Taylor, and L. B. Walker, J. Thompson, F. J. Shepard, Jr.

The substitutes are H. A. Robinson and C. L. Tuller.

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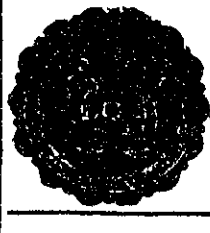
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