

## THE TECH

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Monday, March 15, 1909.

On to New York!

Record squads are reporting for cross-country work. It is now up to the short distance men to report in good numbers to-day at the Field.

The big All-Technology Reunion is to be ushered in by an event which will be an epoch-making one in the history of the Institute—the inauguration of Dr. MacLaurin. All hail to the new Prexy!

### FORTY MEN ON RUN

With the largest squad in four years, the Hare and Hounds held their first run last Saturday at Hyde Park. The hares, J. N. Stephenson 1909, H. D. Billings 1910, and J. D. MacKenzie 1911, laid an excellent trail through the surrounding country. The hares were accompanied by Bob Fowler, the well-known marathon runner.

After the hares had had start of ten minutes the rest of the fellows started over the trail led by Capt. E. Jacobs 1910, and Coach Kanaly. At the end of the trail which was laid over a seven mile course Foster Russell 1911, had the honor of finding the bag.

Four freshmen led the bunch in the race of a half mile for home. This makes things look very bright for the freshmen class in their annual race with the sophomores next month. The first twelve men of the forty running were H. S. Benson 1912, H. G. Watkins 1912, V. V. Ballard 1912, C. L. Tuller 1912, E. Jacobs 1910, K. Cartwright 1912, B. C. Huber 1910, R. D. Van Alstine 1911, R. E. Whipple 1912, C. R. Johnson 1911, F. E. Bell 1910, and G. H. Magee 1910.

### DR. CUSHMAN TO SPEAK

Dr. Allerton S. Cushman, assistant director of the office of public roads in the U. S. Department of Agriculture, will give an illustrated talk on "Modern Problems in Road Building" in Room 22, Walker on Thursday afternoon, March 18th, at 4.10 P. M. Dr. Cushman's subject is of vital interest to all concerned with the welfare of our highways, especially under the modern conditions of travel, and he will doubtless give the results of the extensive work which the government has been doing with reference to the study of suitable materials for road building and their applications.

While Dr. Cushman comes at the invitation of the Department of Chemistry and Chemical Engineering, all students and instructors interested are welcome.

### GRAPHIC ACCOUNT

(Continued from page 1.)  
away, which was the longest leg of the cruise. At Australia, which they practically circumnavigated, they were finely treated. They stayed at Manila, the next stop, for a week but did not land owing to a cholera epidemic which was raging there. They then left for Japan.

Up to this time they had had good weather but they now ran into a typhoon which delayed them a whole day. Mr. Tardy told an amusing story of a jackie who was washed overboard from the Minnesota, the ship ahead of his. He explained clearly how the men of his ship rescued him and when an officer of the Vermont patted him on the back and said, "Well, my boy, you've had a narrow escape," the lad's reply was, "For God's sake, give me a cigarette; I'm dying for a smoke."

At Japan the men found a fleet just equal numerically to ours and scarcely had they cast anchor when a calling committee came to each ship and told them that the ships were paired off and that the sole duty of the officers and men of sister ships was to see that the men on board their escort had a good time. They did have a good time and it must have cost the Japanese government \$1,000,000 and private concerns \$500,000 more to give the elaborate reception.

When Mr. Tardy sat down he was cheered and applauded until forced to again rise. He said, "Gentlemen, over there in the Charlestown navy-yard lies my ship the Vermont. She flies at her masthead the pennant for the greatest battle efficiency. Knowing that you are technical men I have distinctly avoided technical subjects, but if any of you are interested enough either in the machinery of the Vermont or her construction and management to pay us a visit, I want not only to give you a hearty invitation but assure you of a sincere welcome. I thank you very much."

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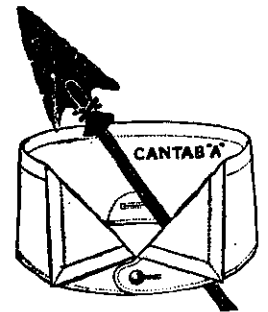
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