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The Review aims to develop closer relations among Institute men and to stimulate their interest in the work of the College. It is in no sense an engineering magazine, but deals broadly with the problems of Technological Education and the responsibilities of the professional man.

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SEASON TICKETS

(Continued from page 1.)

It is guaranteed to the student body that upon the support of this system by them, money for athletics will not be raised by popular subscription.

It is suggested by the Advisory Council that each man buy his tickets from the representative of the team in which he is interested. This suggestion is for the purpose of doing away with any cut-throat tendencies on the part of any representative selling tickets. After inquiry among 25 colleges East of the Mississippi from which considerable data was obtained the above season ticket system, a combination of the several college systems, was formulated by a committee of the A. A. in conjunction with the Advisory Council through Major F. H. Briggs 1881.

The price of the tickets is much less than at any other college from which word was received, being from \$3 to \$10 less than the athletic dues at these colleges. These will do away with the bothersome nagging of the students by managers for subscriptions and sale of tickets for each separate contest.

It will also, if supported by the students, place athletics at the Institute on a fair financial basis, and last but not least will insure better support of all varsity teams through the greater attendance at all games which this system must inevitably procure.

Fencing is dead. The sport was officially dropped by vote of the association. It was thought advisable to discontinue fencing after the very successful season that has just closed, than to try and run through another year with very precarious chances of getting out even a fair team.

The fencing insignia, "FT" was awarded to H. G. Knox 1910, E. M. Loring 1909, and V. C. Grubnau 1909. Basketball letters, "BTB" were granted to P. M. Wentworth 1909, G. R. Lord 1910, T. B. Parker 1911, W. B. Hargraves 1910, A. T. Bennis 1912, and F. G. Taite 1909.

P. D. White was awarded his "T." W. B. Hargraves resigned as manager of the basketball team, and W. D. Everett 1910, was elected to fill his place.

Paul Pearson 1911, was elected manager of the track team.

The schedule of the tennis team, which includes games with Brown, on May 15, and Wesleyan, May 22, was approved, also the intercollegiate track meet, on May 21 and 22.

President Gram was instructed to appoint two others to assist him in making arrangements for a big athletic mass meeting the first of next week.

P. D. White 1911, and K. D. Fernstrom 1910, were appointed to the advisory council as undergraduate representatives.

CIVILS HAVE BIG TIME

(Continued from page 1.)

principal reason for his leaving Tech is because at Harvard they have established such a course that will raise the standard of the engineering profession.

In conclusion, he expressed his sincere appreciation of what had been said and done.

Prof. Spofford was introduced as one with whom the men would be better acquainted in the future.

"The future of the civil department of the Institute, he said," is largely in the hands of the instructor, but is also in the hands of the students themselves to make good, honest, energetic, efficient men of themselves.

Prof. Miller next spoke and congratulated the students on their good fortune in getting such a man like Prof. Spofford as the head of their department.

He also spoke of the opinion of persons said men from smaller colleges seem to have the advantage, but in the end you will see Tech men win out.

Last Mr. Byrnes, Vice-President of the N. Y. N. H. & H. R. R. told how he was acquainted with Prof. Swain, and said he considered Tech as the greatest school in America through his acquaintance with Tech graduates out West.

"The engineering profession may be crowded," he said, "but that is only apparent, for there is plenty of room for the men who want to work. All the railroads in New England will be reconstructed within the next ten years, and the time is coming not so far away when the men from the executive offices of the railroads will be selected from those with a technical education.

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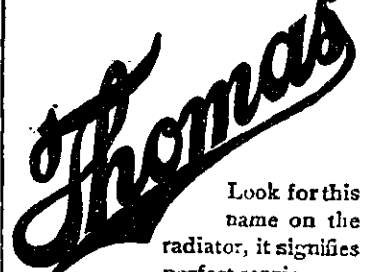
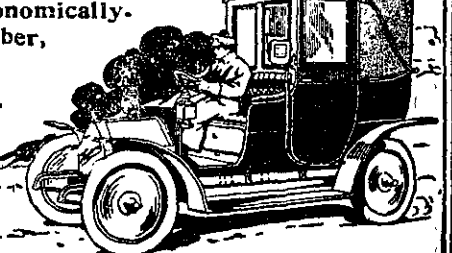
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