

INTER-CLASS DUAL MEET.

(Continued from page 1.)

H. G. Watkins, H. S. Benson, K. Carlwright of 1912 are all men who would probably win points for the sophomore-senior combination, but with R. D. Vanalstine 1911 are out of the meet on account of the cross-country. The mile and two-mile therefore will probably go to some of the men who have been on the hare and hounds run, and will be a great chance for these men to show what they can do in a race.

In the hurdles G. B. Cummings 1910 and Pead 1910 are the only men who have shown any form in the hurdles, and the races will be between these two men.

In the field events both classes have some good men, and although these sports are not as exciting as races, are still interesting.

In the pole vault W. D. Allen 1911, who holds the Tech record will no doubt win first place. W. C. Salisbury has good form in this event, and will probably be a good second. The other places will no doubt go to H. G. Greenleaf 1912 and E. Mangan 1912, who are vaulting about the same height.

The high jump will be a fight between P. Dalrymple 1912 and R. H. Allen 1910, and first and second place will probably go to the sophomores and seniors.

The broad jump will be a good fight between Becker 1912, S. E. Trull 1913, R. H. Gould 1911, and H. G. Greenleaf 1912.

In the weights the best men are J. L. Bray 1912, D. F. Benson 1912, H. S. Birchard 1913 and H. S. Gott 1910.

PROF. ROTCH SPEAKS

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ments of Santos-Dumont and Count Zeppelin. The advance has been rapid since the introduction of light and powerful gasoline motors.

Prof. Rotch next took up the development of the aeroplane. Here also, the French were the first in the field, but thanks to the genius of Prof. Langley, the Wright brothers, and of Glenn H. Curtiss, the Americans are today the most successful aviators.

In aeroplane construction, the struggle for supremacy is between the monoplane and the biplane. The biplane has a temporary advantage, but advance is so rapid that the monoplane may at any time take its place as the most successful flying machine. It attains a greater velocity but is not so stable as the biplane.

Prof. Rotch closed his address by expressing it as his opinion that the heavier than air machine would ultimately replace the dirigible balloon

C. E. EXCURSION.

The Civil Engineering Society takes a trip this afternoon to inspect the work being done in abolishing the grade crossings on the B. & M. R. R. at Somerville Avenue, Somerville, and Pleasant St., Malden.

The men will leave the Union at 1.45 and go to Park Square, taking the car at that place for the Somerville Avenue crossing. From Somerville the party will go to Malden, leaving that place about 5.00 o'clock for the return trip.

Prof. Breed will accompany the men.

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