PUBLICITY CAMPAIGN

STARTED WITH A RUSH

Worcester and Malden Full of Re minded that "Freshmen French" Is Coming

FULL HOUSES EXPECTED

The Poster has been Scattered Broadcast to Herald the Coming Attraction.

...Worcester is becoming excited, Malden is awakening from its slumber, and Boston has been eager with expectancy for the show...""

Regular Meetings to be Held Twice a Week.

Plans are being rapidly formulated for Technology's Class Day and a committee of 25 of the most prominent men of the town are being selected for that purpose along with the organizing committee. At the first meeting of the committee, the President of the Organization, Dr. James R. Park, called order. The meeting was held in the Junior Auditorium at 2 o'clock on April 12. Below is a biographical sketch of Mr. Sprague:

Frank J. Sprague, Electrical Engineer, was born at Milford, Conn., July 29, 1857. He received his high school education at North Adams, Mass., and in 1874, he won a competitive appointment to the U. S. Naval Academy at Annapolis, graduating in 1878 and taking high rank in rudiments of mathematics and architecture.

He was ordered to U. S. S. Richmond, bound for Chinese Station, and was special commissioned to superintend the cruise and General Grant's visit. On the way he organized the Sprague Electric Light Company in 1880, and carried on electrical experiments at the Sprague Electric Light Company in 1880, and carried on electrical experiments at the Stevens Institute Shops and the Brooklyn Navy Yard. He was ordered to U. S. S. Cincinnati, bound for Chinese Station, and was special commissioned to superintend the cruise and General Grant's visit.

In 1881, he resigned a year afterwards, and with Mrs. E. H. Johnson organized the Sprague Electric Light and Motor Company, and began development of electric motors. In 1884 he exhibited a line of electric motors at the Philadelphia International Exhibition. His constant speed motors, the first of the kind, were adopted by the Brooklyn Navy Yard and by the Electric Light Company for use by its licensed companies, and for the next four years there was an extraordinary advance in the development of electric motors for industrial operations.

In 1887, he took contracts for the equipment of the Union Passenger Railway of Richmond, Va., the Brooklyn Electric Railway, and other horse car lines, and worked on some minor improvements in regard to electric trolley road. On a large scale, and laid the foundation of the modern electric trolley road. On a large scale, and laid the foundation of the modern electric trolley road.

Although out of the railway business since 1885, Mr. Sprague continued to give his attention to the development of electric motors and electric trolley systems at the Stevens Institute Shops and the Brooklyn Navy Yard. He was ordered to U. S. S. Cincinnati, bound for Chinese Station, and was special commissioned to superintend the cruise and General Grant's visit.

About 1890, the Sprague Company was absorbed by the General Electric Company, Sprague remaining for a time as Consulting Engineer. He then took up the development of electric cars which, with Mr. Chas. R. Peabody, organized the Sprague Electric Car Company, and developed the high speed screw elevator, the automatic car, and placed on the market two motor cars, elevated, the latter of which was the first electric car to travel around London Electric Railway.

In 1893, the Sprague Company was in company with Dr. Louis Dunn and Cary Hutchinson, he compiled and published "The Electric Locomotive," and he exhibited six electric locomotives in the railway business for a considerable period. Sprague for a Continu., on page 2