CONVOCATION.

The mass meeting to be held this afternoon in Huntington hall is an affair which every man should attend. We are few enough of these meetings, and there has never been one before with the motive that this has had. These convocations give us our chance to refute the charge that is often brought against Technology men, namely, that they have no college spirit. We were able to contradict this feeling in our last meeting, held a few weeks ago, on the occasion of the unveiling of Mrs. Rogers' portrait.

Let us all get together, then, and make the effort individually, and also to strengthen the feeling between man and man which is surely and naturally gathering us into one great brotherhood.

TECHNICAL EDUCATION.

The ancient controversy between the Classical and Technical schools as to the proper place in the higher branches of study in the business world has been carried on for much discussion lately in the daily papers. It might be interesting to give part of an interview granted by Thomas Alva Edison, America's greatest scientist, to a reporter of the "Vale News." We quote from the edition of the 12th instant.

In regard to his personal experience with college men, Mr. Edison said:

"I have had greater experience with graduates of the Massachusetts Institute of Technology than with those of any other educational institution, having had, at one time, thirty of them in my employ, and would not name one of them to whom his salary should be $10, $20 or $30 per week at the outer.

"The scientific schools rank in connection with the great universities are good, but cannot help being somewhat inclined toward the classical education. A graduate of one of those scientific schools is much better trained for technical business than the graduate of a college who has specialized in books at the expense of the figures necessary to the student at the scientific school.

"If you are a Yale or a Harvard man, you are in a serious condition in your employment. I should probably say that there was no place vacant, for I believe that a man without an academic education is as well fitted for my business as a college graduate, and probably will learn the details quicker. Therefore, while I believe in education, I also believe that a technical education is far better than any other kind, not only in my business, but in practically every other with which I am acquainted."

Although acknowledging Mr. Edison's experience, we do not entirely agree with his views as stated in his interview. Instead of trying to maintain a purely technical school, the Institute has endeavored to broaden its course by the addition of General Studies, thus introducing the classical education.

The purely technical education has this advantage of turning out special experts who are only versed in one particular line of business, and who often do not even understand that this is obviated by placing classical studies on a footing with the technical.

We proffer the editor and staff of the "Vale News" our congratulations on the broad and fair-minded policy of their paper.

A. S. M. E. LECTURE—MECHANICS INVITED

Poppet Safety Valves Will Be Subject of Paper by Engineers.

The Boston branch of the A. S. M. E. will hold a meeting at 8 o'clock next Friday evening in the Edison building, 39 Foynton street, to which all persons in the field are invited. Prof. E. F. Miller and Mr. A. P. Harbert will discuss a paper written by them on "The Discharge Capacity of Poppet Safety Valves."

Mr. Carhart is a representative of the Crosby Safety Valve and Steam and Air Appliance Manufacturing Co., which is engaged in the manufacture of these valves. The poppet safety valve was invented over 60 years ago, but did not come into general use until about 30 years later. The Crosby Company was the basic patent of the piston, last year. Prof. Miller, in charge of the paper's technical division, increased the speed of the valve 16 per cent after conducting extensive experiments in the laboratories of the institute. He carried out the tests personally, and it is this part of the work that he will discuss at the meeting. Mr. Crosby, however, will discuss the valves from the viewpoint of the manufacturer and the user of the operator of steam plants. In this way the subject will be very thoroughly presented from both its theoretical and practical sides. It is indeed a rare opportunity for those interested in the advancement of steam engineering to obtain valuable data regarding safety valve design and construction.

C. F. Hovey & Co.

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