ALL-TECHNOLOGY BANQUET ARRANGED

Institute Committee Sets Next Thursday for Date of Big Dinner.

Plans for the All-Technology banquet have been completed. The Institute Committee has arranged the dinner for Thursday evening, March 21, at 6:30 o'clock, in the Union Dining Room.

The gathering will be in celebration of the highly creditable gift that has recently been given to the Institute. The roster of after-dinner speeches will undoubtedly prove of extraordinary value and interest to all Tech men and the menu which has been arranged is very attractive.

Fund raising Nicolaus, who has promised to be present, will talk of the developments which led up to the institution of the recent donation of $3,500,000 to the Institute. An effort is being made to secure Mr. John N. Free- man, '76, who has promised to devote seven months of his time next year to aid in the formation of the plans of the new buildings across the river, to speak at the banquet.

The presidents of each of the under-graduate classes will be called upon to make short addresses, and men otherwise prominent in Technology life will say something relative to the latest developments in Institute affairs.

The dinner will cost seventy-five cents a plate and the committee expects the 325 places which the Union dining room affords to be filled.

POPPEL VALVES.

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which varied greatly during the process of blowing off. In order to weigh the condensed steam it was necessary to use a surface condenser and as the Institute had the only plant of sufficient capacity in the state, the Crosby Co. went to the expense of making the changes in the powerhouse needed to carry out this work. As it was, the plant was taxed to its limits; at times 12,000 pounds of steam were condensed per hour and considerable had to be taken in to make up for the circulating water should give out. It was found that the discharge of flat seated valves was about 20 per cent greater than that of bevel seated valves and that by slightly rounding the edges of the flat seats, the discharge could be increased 15 per cent. Mr. Carhart then discussed the construction and operation of the valves. He said that his company had been manufacturing the more efficient flat seated type for over thirty years, and had intended to keep the results of Professor Miller's tests secret, but as the principles involved applied to other phases of steam engineering, they were now making them public to emphasize the importance of absolute reliability of the valve under all conditions. The valves must keep tight even after long neglect, such as farm traction engines are subject to during the winter months. The Crosby Company have shipped 225,000, and only a short time ago one of their oldest valves were returned for re- pair. Most of these are in operation on locomotives, where they blow off every half hour and receive a great deal of rough usage. He also men- tioned the most important points to be considered in their upkeep.

Both Professor Miller and Mr. Carhart brought out the fact that these tests were on only one type of valve, and being merely comparative, do not indicate the actual amount of saving. For this reason they could not be com- pared with former tests conducted for a different purpose and under entirely different conditions. Both men are very interesting speakers and de- served a much larger audience.

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