ELECTRICALS HEAR MORSE TELL OF WIRE INSULATION—TRIPS

H. A. Morse '93 Tells Of Wire Insulation—Trips

Last evening the Electrical Engineering Society held a meeting in the Union. There was a short business meeting at which the subject of the mid-year trip was taken up and itineraries of the Schenectady trip and an alternate trip leaving out that city were given. A provisional list of the men who are going and their preferences of the trips is to be made out and the sign up paper is with Mr. Payson in 15 Lowell.

After stating that there would be three trips to the Simplex Wire and Cable Companies plant in Cambridge, beginning with today, President Richmond introduced Mr. Morse of the Simplex Company, who gave a very interesting talk on the production of the wire. Mr. Morse began by explaining that the company only manufactures the wire, buying the raw material. The wire is then made up as single wires or cables and insulated. Very often large wires are wanted and if they were only one strand they would be stiff, so several strands are wound together to make a single wire.

Rubber is the chief insulating material but sulphur is a necessary constituent of the rubber and this is detrimental to the copper. So, to counteract this difficulty, the wire is coated with tin. The layer of tin is very thin but it is a perfect insulator. The rubber used, he said, comes from Brazil and the Far East and is a perfect insulator.

The Chemical Society To Hear Tech Graduate Friday Evening

The Chemical Society has secured for its next speaker Mr. W. W. Duncan, M. I. T., '04, of Course V. Mr. Duncan is head of the Hood Rubber Company, and will talk on the subject of "Tires." It is expected that he will deal more particularly with the chemical problems encountered in the manufacture of tires. The officer members have selected Mr. Duncan to act as a person of his reputation of being a good speaker. They say that an interesting lecture is to be expected.

The talk is to be given in the Union at 7:30 P. M. next Friday, November 14. Refreshments will be served, which will be free to the members of the society. Non-members will be charged 25 cents.

MARINE INSURANCE

A lecture will be given on Marine Insurance by Mr. William H. Lincoln of 4 o'clock, Tuesday, November 18th, in Room 32, Engineering College.

Mr. Lincoln, who is a member of the Corporation and of the visiting committee of the Department of Naval Architecture and Marine Engineering, was for many years the agent for the Leyland Line of steamships. He is also President of the Boston Chamber of Commerce.

1916 NOMINATIONS

Sophomore Nominations are now open and the last opportunity to hand papers in will be Saturday, November 15, at 4 o'clock. P. M. Pages are to be handed in at the Cage, addressed to the Election Committee of the Sophomore Class. The officers to be elected are: President, Vice-President, Secretary, Treasurer, three members of the Associate Committee, and two members of the Class as a whole.

This weather makes us hustle.

TALK ON TIRES

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CIVILS TO VISIT COMMONWEALTH PIER

Engineer For Port Directors To Speak Thursday Afternoon—Trip Friday.

The second regular meeting of the Civil Engineering Society will be held in 11 Engineering B, Thursday, November 13, at 4 P. M. Mr. John A. Ferguson '97, assistant engineer for the Directors of the Port of Boston, will give a talk on the construction of the Commonwealth Pier. This is intended as a sort of introduction to a trip which the Society will take to the pier on Friday. The details of this trip will be announced at the meeting. At this time the slips and piers will be ready for distribution. An arrangement has been made whereby all those who desire permits may obtain them at the meeting, whether they have previously ordered them or not.

The Commonwealth Pier is a noteworthy piece of engineering work, both as to size and outlay of money. It is 1200 feet long and 400 feet wide. The actual core of the pier is 300 feet wide and 1100 feet long. This part is composed of a solid granite with a retaining wall having rip-rapped slopes. Outside of the core is a concrete platform 50 feet wide, extending all around the pier, resting on oak piles with concrete beams and flour slabs. The pier carries six railroad tracks, one on each platform and two on the middle structure. There are three parts to the superstructure, a central passenger shed and freight sheds. The head house, a four-story structure, is the principle architectural feature of the pier.

This pier is built on and around an older one which is fifteen years old. The certain wall of the new pier is built around the retaining wall of the older one. The new structure, when completed, will cost about $3,000,000.