THE TECH

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FRIDAY, NOVEMBER 14, 1913

In Charge of This Issue:

Editor—Harold Gray '16.

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Ask a man why he is going to stay in and study tonight; nine times out of ten he will answer something to the effect that he must do so in order to pass. This idea that the passing mark, or, rather, that sum of all passing marks, the diploma, is the ultimate goal toward which all our efforts are directed, is the great jingle of modern American education. In Europe the true aims of study are much more generally realized; men work to prepare themselves for life, not to attain a certain amount of routine work waded through. Here, on the particular slip of paper which represents a certain amount of routine work, as we estimate will secure the passing mark, or, rather, that sum of all passing marks, the diploma, is the ultimate goal toward which all our efforts are directed, is the great jingle of modern American education.

JOHN N. FERGUSON '94 SPEAKS TO C. E. SOCIETY

Plans And Lantern Slides Of New Commonwealth Pier Shown.

Mr. John N. Ferguson, Assistant Engineer for the Directors of the Port of Boston, spoke at a very large meeting of the Civil Engineering Society yesterday afternoon in the Engineering Hall. Mr. Ferguson, who graduated from Technology in 1894, has had an active part in the construction of the two immense Commonwealth Piers, which he told us he had been working on for several years.

Statistics on Boston Harbor and its importance among American ports were first given. Mr. Ferguson then took up the construction of Commonwealth Piers Nos. 5 and 6.

Part of Pier No. 5 was finished last spring for the use of the Hamburg-American Line. It is 1,200 feet long, and will probably accommodate any ship that will ever be constructed. This pier was finished almost within a year of the time when it was decided to build it, a feat scarcely paralleled in the history of engineering. Pier No. 6, which is under construction, is expected to be finished next spring, taking a total time of 12 months. Both piers are being built by the State of Massachusetts.

The Civil Engineering Society is expected to be erected at the end of the pier with the piers running back to the north end. The conglomeration of traffic at "T" Wharf will soon be a thing of the past.

Mr. Ferguson next took up the proposed dry dock which is to be built to the south of the two Commonwealth Piers on a ledge of rock. This rock is about the right depth to make an ideal dry dock location. At present there are two dry docks that can be used on both sides of the harbor. The proposed dry dock, however, will be 1,200 feet long, 40 feet deep, and will have a length of about 128 feet. Needless to say, this will accommodate any modern ship, and will probably accommodate any ship of the future.

Mr. Ferguson showed a plot of the lengths of ships in the past, which, if continued, would bring the ships to a length of 1,200 feet in 1920. It is, of course, impossible that any ship will ever reach this length. The Civil Engineering Society is to take a trip to the Commonwealth Piers this afternoon, leaving the steps of Engineering A at 2:30. Those who cannot leave at this time can join the party at the piers, which may be reached by continuing out Summer Street, past the South Station.

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