Lucius Tuttle Dies (Continued from Page One)

increasingly difficult, but has been able to see friends, transact business, and ride out in his motor car until a week ago.

He was one of the old school of railroad men, thoroughly familiar with the details of operation of all departments of the road from personal experience. More than two-thirds of his life was given to his profession, and his passing from the helm of the Boston & Maine made tidings, as the stockholders later discovered, decidedly different and much less pleasant for them.

He was born in Hartford, Conn., March 11, 1846, the son of George and Mary Louise Tuttle. He was educated in the public schools of Hartford, Conn., his native city, and at the age of 15 years became clerk in the Probate Court of that city.

The work of the court house was not to his liking, and he remained there less than a year. It was 1868 that he entered railroad service, as ticket clerk for the Little railroad from Harvill to Phibill. One year later his ability won him promotion to the position of general ticket agent of the same line.

For twelve years he plied his trade until 1878, when the Hartford, Providence and Philadelphia was absorbed by the New York and New England. As Mr. Tuttle could not be spared, the absorbing road sent him to Boston as assistant general passenger agent. Though only four months with the New York and New England he did much to lift the road from the embarrassment under which it was suffering.

In February, 1884, Mr. Tuttle joined the Portland & Lowell as its passenger agent. As this road was later leased by the Boston & Maine, he formed an important link between Boston and Canada, it was a natural transition and in the line of promotion that in 1886 he became general passenger traffic manager of the Canadian Pacific railway, with head quarters at Montreal.

In 1890, he became general manager of the New York, New Haven & Hartford Railroad, with an office in New Haven. Two years later, he was elected vice-president of the road with a salary of $15,000 a year. In 1893, he was unanimously elected president of the Boston & Maine by the stockholders at their annual meeting. Among the many accomplishments after he became president of the Boston & Maine was the building of the Pitchberg railroad in 1896. This line required the consent of the Legislature.

In 1898, during the discussion on the proposal to merge the New York, New Haven & Hartford with the Boston & Maine, Mr. Tuttle appeared before the legislative committee on rail roads and made a long address in support of the merger. In that address he reviewed the building up of the Boston & Maine, and called especial attention to the advantages which had been given to the service after such absorption.

After the New York, New Haven & Hartford assumed control of the Boston & Maine system he resigned from the presidency in September, 1910, and Charles S. Melton was chosen in his place. He retired to private life at once, and, although Mayor Fitzger-ald offered him a place on the Health Commission or the chairmanship of the Commission upon the Revision of the Building Laws, he refused both.

Mr. Tuttle was elected life member of the Corporation May 31, 1901, and entered immediately into his special interests, being named the same year to the Visiting Committee on Civil Engineering. He remained with this committee for five years, and in 1911 was made a member of the Visiting Committee on Electrical Engineering with which group he was connected till his death.

Of his work and interest as a member of the Corporation there is nothing but praise and on every hand his judgment was much respected. In recent years his activity has been limited on account of his disability. He brought to the councils of the Corporation great practical experience and influence in engineering and in that respect was a member of the Corporation in which the important place of the Institute in modern education. He went out of his way to enlarge the scope of the Institution in modern education. He went out of his way to enlarge the membership and the influence of the organization, and the Institute in modern education.

The new course in Engineering Administration, which was opened this fall for the first time to second year students, has proved much more popular than was at first expected. From the Sophomore class, numbering between 350 and 400, about 69 are registered in this course which is approximately one-third of the entire enrollment of the class. In the past, Mechanical, Civil and Electrical Engineering have been the most popular.

The new course, the establishment of which was due to the Alumni Council, is in charge of Professor Davis R. Dewey. It is divided into four options, Civil, Mechanical, Electrical and Chemical options. In all of these, the work in the business or administrative subjects is the same, the difference being in the engineering studies, where a choice of the subjects offered is made. At present, over half of the men of the course are taking the Mechanical and Electrical option.

Nearly all of the essentials in business practices are touched upon in the subjects given and the fundamental parts are brought before the student.

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