

The Tech

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WEDNESDAY, OCTOBER 25, 1916

THE ENGINEER'S ENGLISH.

WE print in the columns of today's issue a letter addressed to one of the Institute faculty by Albert G. Davis, '93, chief of the Patent Law Department of the General Electric Company. His chief point concerns the inability of technically trained men to express themselves in concise English. The question discussed by Mr. Davis is one that of late has occupied the attention of men in the engineering profession. Two years ago when the Carnegie Foundation sent circulars to twenty thousand engineers throughout the country for the purpose of obtaining statistics concerning the shortcomings of technical education in the United States the response indicated an overwhelming opinion that the engineering graduate was deficient in the art of self-expression.

The common experience of the first generation of technically trained men has resulted in a universally recognized demand for more thorough education in English. As an example of this point of view mention may be made to a book of miscellaneous addresses to engineering students, edited by Waddell and Harrington. This book lists in the index fourteen references to Mathematics, four to Physics, but twenty-one to English. The inference is not that these speakers considered English more important to the engineers than Mathematics; they do believe, however, that the needs of the student have not been so well met in the subject of English as in those of scientific nature.

Technological institutions everywhere have felt the demand for a more liberal education. Lehigh University now requires English throughout the four years of undergraduate study. Even our own Institute, adhering as it does to its crystallized policy of giving purely technical instruction, has made many changes and additions to its curriculum.

Agitation on the subject continues. The fact that the issue is alive demands for it discussion and consideration; and it is plainly the duty of the undergraduates, until now silent, as well as of the Faculty and Alumni, to indicate their opinion in regard to the matter. The proper solution of this vital problem will react in no small way on the future comparative standing of an engineering school like ours.

PROFESSOR CRAM PLANS TER-CENTENNIAL

(Continued from page 1)

atres, and churches of all denominations, the whole forming a sort of combination of Venice and Bruges. At the houses of amusement only the best artists would perform and only the best of musical art would be presented. At the churches the greatest preachers of each creed in the country would officiate at the services. Along the canals shops and bazaars would be built where only the most beautiful articles and handwork of all kinds could be purchased. Olympic games, great water sports and field sports would be held on the islands, waterways, and the adjoining mainlands. For the exposition would be gathered together, the very best, all that is beautiful, all that is genuine, and all that is good in religion, art and philosophy.

A great celebration is to be held in New England in commemoration of the landing of the Pilgrims in 1620, but the exact nature of the celebration and the place where it is to be held has not yet been finally decided.

COMMUNICATION

To the Editor of The Tech:
Dear Sir:

On Friday, October 27, Harvard and Technology meet in a dual track meet and the chances of Technology coming out a victor are brighter than ever before. To do this, however, we must increase our strength in the weight and field events.

This is not an impossibility for at the present time there are men at the school experienced in the weight and field events, who, if they would come out for the teams, would add this desired strength.

Heretofore, many have complained that their lack of interest in track was due to the fact that they were greatly inconvenienced by having to train on a field so far from the school. Yet with the field now located on the school campus, that lack of interest is still evident.

Has that "pep" and enthusiasm shown by these same men at the dedication exercises last June ceased to exist? What is the answer?

FRANCIS P. O'HARA, '17,
Track Captain.

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Does the reader often have an experience parallel to the following?—A fervid swain, so goes the romantic tale, bought a twelve-trip ticket out to the suburb of—but that cannot be divulged. A twelve-trip ticket every six Saturdays indicating that the young lady, whom The Lounger forgot to mention before, could write out a season schedule for Saturday without leaving an open date. Such fidelity. The Lounger may remark, rarely extends outside the trolley belt, and it might be presumed that the fair recipient, not unmindful of the value and rarity of true love commuting, had practised "This is so sudden" until the appropriate key and accent were fixed.

One bright noontide our (have we mentioned it?) Tech man lightly sped toward the dwelling of the Passive Prunella, consulting his Elgin from time to time with becoming impatience and languor, like a man who has all the time in the world in which to hurry. At length, stepping off the cur, he spurned the pave of the objective street and was admitted upon his railway-ticket stub. But, surprise! the lady was not at home; upon this occasion she was guilty of a cut, neither more nor less. Alas! 'twas not the unkindest cut!

The itinerant hero passed the hour of waiting in converse with the lady's mother. Impatience began to mingle with doubt in his mind, when at last an impressive automobile glided to the door. From it emerged two figures, one of whom, placing his thumb in his mouth, teetered bashfully on the front steps. The other arrival, none other than, or in other words the same as, the Object of the Visit, rushed in and threw herself upon the maternal bosom. "Mother, we've eloped," she cried, or hollered.—"I'm married!" "right," acquiesced her mother, "you have my permission."

Amid the scene of general rejoicing, as the Hobbled Husband was hung upon the hat-rack and exhibited, a bent (and, by comparison, broke) Technologist was seen to navigate in the general direction of the first train home. As he departed with all the conspicuousness of a German submarine in the English Channel, the muttered exclamation heard was, "You win—neither am I!"

AERO CLUB OF AMERICA

The Aero Club of America has offered to award a medal to each of the three students at this Institute who writes the best essay by March 15, 1917, on:

(1) Military Aeronautics;
(2) Mechanics of the Aeroplane and possible technical development in aeronautics;

(3) Possible application of aircraft for utilitarian purposes.

A student may compete for all three medals and write at any length that he deems proper. The award will be made by the Faculty of the Institute acting in co-operation with officers of the Aero Club and of the Army and Navy.

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