

The Tech

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Although communications may be published unsigned if so requested, the name of the writer must in every case be submitted to the editor. The Tech assumes no responsibility, however, for the facts as stated nor for the opinions expressed.

The Editor-in-Chief is always responsible for the opinions expressed in the editorial columns, and the Managing Editor for the matter which appears in the news columns.

Contributions for The Lounger and The Tack should be addressed specifically to them at the office of The Tech.

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WEDNESDAY, JAN. 3, 1917.

THE FINAL THEME

THESIS work is engaging the attention of many students nowadays; those who have the coveted diploma within comfortable hailing distance have already made a beginning on their "magnum opus." According to the astute Senior the thesis is a necessary evil which occasions much perplexity, some deep thinking, loss of time that might otherwise be spent for "poly-con" or pleasure, and a bothersome stint of report writing. According to the arbiter of many questions the thesis is merely a "proposition that a person advances and offers to maintain; a theme."

The final theme is a work of much joy in that it is a crystallization of the feeling that success in college work is within attainment. Opportunity is offered for the graduate-to-be to show the results of training and to exhibit capability to understand the relative weight of results, and to conquer problems that arise unlooked for. It tests the mettle of the student. It brings out the characteristics of original research, clear thinking, ability to distinguish the essential from the ordinary, ordiliness, imagination, efficiency. It develops self-respect.

Whether important results are obtained or not is inconsequential. The primary object is to give a man a chance to learn his own limitations and resources, not to force him to undertake a tasteless task to test him in adverse circumstances. The thesis should be a labor of love in which an endeavor is made to apply to working conditions the principles and theories accumulated during the four years. It should be undertaken with a full realization of its importance, and the necessary spirit of co-operation with the instructor should be evident at all times. In presenting the results to the college that has fostered him, the student must feel a sense of pride in adding to the common store of facts or in aiding to the solution of a particular problem. The spirit of stick-to-itiveness is necessary for a successful thesis.

Conditions are slowly improving in all the tribulations the Tech man has to undergo, but it would seem that the contractor could bear a little prodding relative to the new walk to be constructed along Charles River Road. The mud and slush still offer a skid or die proposition to those who come from the Kendall subway or the dormitories. We are strong partisans for a quick reform of the existing state of affairs.

AVOID CRAMMING—DO YOUR FINAL EXAM STUDYING EARLY. FOURTEEN DAYS TO JAN. 17th.

CONCERT THURSDAY

Tomorrow evening, the Combined Musical Clubs will hold a concert in Charlestown. All members of the clubs are to meet in the Park Street subway station at 7:00 o'clock sharp. The dress will be informal.

CATHOLIC CLUB

The first meeting of the Catholic Club for the new year will take place tonight at 6 o'clock in the Caf. At the conclusion of the dinner the company will be addressed by the Hon. Frederick W. Mansfield. A short business meeting will follow.

Tutoring in Mathematics, Engineering, Physics, Astronomy

Hours: Evenings and by appointment

G. B. Collier, B. S., A. M.

10 WARE HALL

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GENERAL GOETHALS IN N. Y.

(Continued from page 1)
from 300 to 500 feet; "and," as the General summed up the case, "we now consider it very inappropriate, if not an actual sign of ill luck, for anyone to predict permanent stability of any part of the Canal against sliding." He had been speaking of the reassuring reports of geologists sent to investigate conditions, which gave rise to the reflection that "the predictions of geologists regarding the slides have been 99 per cent wrong," these generally being most optimistic just prior to the worst phases of trouble. General Goethals gave as his opinion that had suitable strength tests been taken of the weak underlying strata before starting the Canal, much of the trouble with slides might have been averted.

He next took up the question of the canal's defences, which both on the Atlantic and the Pacific side are very strong. The main batteries on both sides comprise modern 8-inch, 14-inch, and 16-inch guns, and 12-inch mortars, provided with ample ammunition for an engagement of an hour and a half. "As a matter of fact," said the General, "no direct attack is looked for, the experience of all modern warfare up to the Dardanelles failure teaching the futility of naval attack upon land fortifications. In case, however, of a coalition of Western with Eastern naval powers against the United States, the canal would be lost at once on account of the breaking of communications which would result if the command of the sea were lost on both Atlantic and Pacific."

Then followed some interesting details of the lock construction, the mechanism by which the locks are filled through tunnels and culverts, and the gates. It was found that the influx of water on the two sides of a ship-formed balancing forces which kept the ship steady in the lock. Another interesting episode arose in connection with the 25-horse-power engines which, it had been calculated, would be sufficient to open the lock gates. Upon trial, however, it was found that the power was only sufficient to move the gates when unresisted, and that the surge of water in the lock formed an opposing force. Luckily, it later turned out that at a certain point the rush of water aided instead of resisting the movement of the gates, and that by turning on power at the right moment, the gates could be opened by the engines provided. "That" said the speaker, "was a little slip where Providence helped us."

General Goethals then gave some information regarding the working of the toll system in the Canal. Unfortunately, owing to the difference in construction between American and foreign ships, much space built in on the latter ships and devoted to the carriage of cargo goes untaxed through the Canal, owing to the fact that such space, known as "shelter-deck space", is not included in the net tonnage of a vessel. American-built ships do not possess shelter-deck room and are in effect discriminated against on account of the toll system at present in force, based upon the net registered tonnage. A much-needed change in the present toll laws, General Goethals said, would be to base the charges upon the total earning capacity of a ship, irrespective of tonnage as artificially defined.

At the close of the talk those present expressed much appreciation for the interesting account of his work given by the man who in fact made "South America an island."

ORCHESTRA REHEARSAL

The rehearsals of the orchestra for this week and next are of particular importance and the management will tolerate no cutting. The orchestra will rehearse today at 4 o'clock under the direction of Coach Howard.

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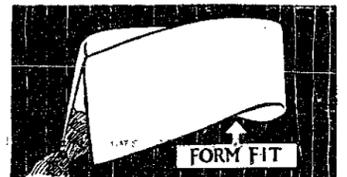
ITALIAN RESTAURANT

Luncheon du Jour, 11.30 to 2.30

Table d'Hote Dinner, 5 to 8.30

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