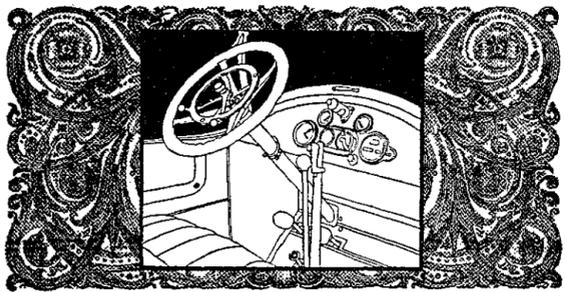


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The Marmon is as easy to manage as a kodak is to snap. It starts without a jump and it stops without a jar. It re-

sponds to the wheel's slightest hint, and, regardless of speed, holds snug to the road.

This spells economy in maintenance and efficiency in operation. And it gives to the hand at the wheel that assured sense of perfect control which makes driving not a task but a pleasure.

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one who is interested in making experiments in aeronautics may use the wind tunnel in the aerodynamic laboratory and that he would be glad to give them any assistance that he can.

After the talk the following officers were elected: P. D. Scheeline '19, Treasurer; C. H. Tavener '19, Secretary and Chairman of the Program Committee; W. B. Ford '18, and Captain H. S. Martin as the Executive Committee; F. E. McKone '17 and C. A. Chayne '19, as the Program Committee. E. P. Warriner, who is President of the club, is also Chairman of the Executive Committee. Secretary Tavener requests that all members of the club and all of those who expect to join communicate with him at once in order that he may get the necessary data to send to the War Department at Washington. Also all of those who wish to secure copies of the pamphlet on aeronautics compiled by the government and published by the Business Men's Training Camp of the Aero Society of California are requested to hand in their names to the Secretary as soon as possible.

CHANGES IN M. I. T. CORPORATION

At the recent meeting of the M. I. T. Corporation, Elisha Lee '92, of New York and Philadelphia, Edward W. Rollins '71, of Boston, and Dr. Willis R. Whitney '90, of Schenectady, were elected term members. These were the men nominated by popular vote of the Alumni a couple of months ago. The members whose terms expire are Louis A. Ferguson '88, of Chicago, Arthur D. Little '85, of Boston, and Eben S. Stevens '68, of Quinebaug, Conn. Francis L. Higginson tendered his resignation from the Corporation, and Charles A. Stone '88 asked to be relieved of the duties of the Executive Committee. Edwin S. Webster was appointed to this committee to fill out Mr. Stone's unexpired term.

TRACK MEN START WORK

Coach Kanaly has announced that he is ready to take care of all the Track Team candidates. One hundred and thirty-seven men have signed for work, but many of these have not reported as yet. Practice is being held on the board track and the Esplanade between the West Boston and the Harvard bridges. By the first half of this week, Mr. Kanaly expects that the turf inside the regular track will be dry enough for use, and the cinders will be ready in two or three weeks. The discus and shot put men are already practicing regularly, and the jumpers, who are running now, will soon be doing their chosen work. Coach Kanaly requests that all men who have signed for work, and any others who wish to help the Track Team to have a successful season, will report at the Field without further delay.

GEORGE W. DUNLEAVY

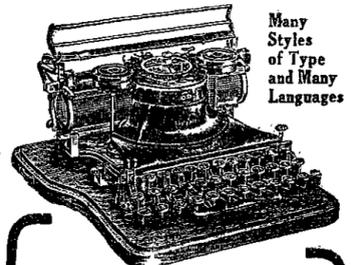
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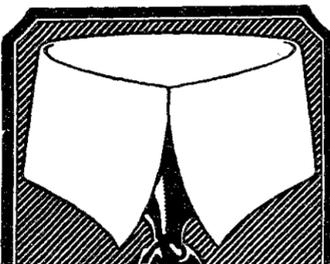


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AERO CLUB

(Continued from page 1)

an entirely different purpose than the aeroplane, because it can remain in the air much longer and hence is much more valuable in naval work which is done several hundred miles from a base. The battle of Jutland, in which the Zeppelins were out in the North Atlantic out of reach of the enemy's aeroplanes, is a good example of the usefulness of the dirigible in naval warfare. On the other hand, the aeroplane is designed for speed and for work which does not make it necessary to remain in the air for any great length of time.

The future of the aeroplane in commerce depends on the engineer, and hence on the Institute, for Technology is the only institution in America that maintains a completely equipped aerodynamic laboratory for experimental work. The thing needed to make the aeroplane a success in the commercial field is some means of controlling it better while in the air, a brake or some other means of stopping it. According to the Curtiss engineers, there is especial room for such development at the present time on account of the fact that there has been nothing really new in the aeronautical field for several years. Another great need is that of some kind of an engine that will use electrical or radio energy. Orville Wright himself says that he does not know what the future of aviation is, but there is no doubt that it will play an important part in the world's history in the next few years.

In closing, Mr. Klemin said that any-

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