THE TECH

Friday, January 18, 1918

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THE CO-OPERATION QUESTION

In another column of this issue is published an editorial from the Boston Transcript on the question of cooperation between Harvard and Technology. The recent decision of the Supreme Court involves, however, far more than a question of cooperation between the two institutions, but it seems certain that some plan which will be in agreement with the Gordon McKay bequest will be inaugurated. Wise measures are always welcome, and there can be little doubt but that the two great universities in Cambridge will unite in some way to bring Harvard and Technology into line. The relations of the intercere to the two institutions are at present somewhat involved, but it appears that both President Lowell and President Macaulay are favorably disposed to harmony. Indeed, it now appears that both President Lowell and President Macaulay are favorably disposed to harmony. The question involves, however, serious consequences for the future of the two great academic establishments, and it is not too much to say that they ought certainly to be left to any superficial judgment which may seem to be the proper course. It were wise, therefore, to use every means of the two institutions to bring about a smooth transition from the present to the future. The question is of such importance that it must be thoroughly understood by all concerned before it is settled. This has been done the fuel shortage will not be so acute. Neither can the cold weather last forever. A modification of the Fuel Administration ruling will be to gratify the general public and if afterwards more sacrifice is required, it will be made without a question. We are all willing to work and sacrifice for the good of the country, but we cannot all agree with seeming unwise rulings.

THE CO-OPERATION QUESTION

The recent ruling of Fuel Administrator Garfield seems to be the only possible way to solve the fuel shortage. The ruling will affect the millions in the laboring class in that their very existence is dependent on their daily efforts. With so many thrown out of work for even a few days there can be little hardship among them. Most of the men who will be forced to stop work are paid by the day or by piece. Their incomes will be abruptly decreased while the cost of living will not be reduced and if anything will mount. Did Mr. Garfield consider this when he promulgated his plan? Most likely he did, but it is in the nature of the case that he was acting for the better. It would appear however, that other means of relieving the coal shortage could be instituted. We hear it constantly reiterated that there is plenty of coal at the mines. If this is so, the efforts of the Fuel Administration would better be directed toward providing transportation for the coal. The government recently took over the control of the railroads, but a relief of the transportation crisis has not yet come. It is probably too early to expect any remarkable achievement in this line, but relief should be forthcoming.

The American public undoubtedly cooperate to the greatest extent with the government in its prosecution of the war and its efforts to make conditions here the best possible. It is asking too much to expect that the laborers who must work to keep alive will be reduced from the improper hardships. The American public is likely to do all that can be done to keep the work stopped from Massachusetts Avenue.

THE FUEL CONSERVATION PROGRAM

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