

The Tech

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IN CHARGE THIS ISSUE

G. A. Clarke '21 H. Kurth '21

WEDNESDAY, MAY 22, 1918

MAINLY FOR FRESHMEN.

IT seems to be a law of nature that ever with the sweet goes the bitter. The rose has its thorn—the Walker dining service has its double waiting line. In due course of time the balmy spring evenings come, but, lo and behold, with them come the final exams; and they, very much like the thorns on the rose and the line in the main dining hall, can not be helped, but must be borne with, and endured by exertion of sheer patience. There are, however, a few things which tend to lighten the strain on the mind in such days as these. Most prominent among these is consciousness of daily term work well done. Those among us who can claim this heart ease are in need of neither sympathy or advice. To them we have nothing to say.

There are, however, many others who can not claim this advantage. To these we recommend the consciousness of review well done. At this stage of the game it is best to forget one's past. Let it go. It is certain that no peace of mind is to be had from contemplating past failures. On the other hand, much can yet be done to improve your record. To begin with, don't start to go feverishly over a whole subject. Think calmly back over the course. You will find that in every case the course can be divided into a few main divisions. Now don't try to memorize the entire structure of any of these. Merely see that you understand the fundamentals and then work a few problems involving the use of these fundamentals or else go over your files of back problems. If the course has no problems it is a good plan to think over the written work of the term and be sure you understand at least this part of the subject. Exams have such a way of containing questions similar to those in class quizzes.

It is well also to knock off early on the night before an exam. It is true that very little information can be acquired after ten o'clock. The extra hours of sleep will do much more good than two hours of reading, for it is more than likely that the character of the questions will require logical thinking rather than brute memory, and logical thinking is not done with a mind sodden from lack of sleep.

WALKER MEMORIAL DINING SERVICE.

ALTHOUGH the Walker Memorial dining room was originally intended for the use of a few hundred students, it is now running at several times its intended capacity. With such a strain upon the facilities for cooking and handling of supplies, it is a marvel that there has been no hitch in the operation, but as yet the large number of government men here have been fed regularly and efficiently with first class food. It is fortunate that the Army and Navy men here have such a pleasant and cleanly place wherein they may eat, rather than being obliged to eat in a barracks mess hall under much different conditions. This is especially true when we consider the class of men who are sent to the government schools here, only the best of the Army and Navy being selected to attend these schools.

At every meal hour there is formed a long line of hungry men waiting to be fed. It is surprising how rapidly and systematically this line is satisfactorily handled. It is true that in the Walker Memorial dining service we have just one more unit in Technology organization that is doing its good work in the non-shouting style so characteristic of the Institute.

We can not help thinking that had the shipyard men been provided with uniforms a very valuable recruiting agent in the form of feminine persuasion would have been introduced.

Due to the activities of the Shipping Board and the War Department it seems that the crop of piazza-hounds will be relatively small and unimportant this summer.

COMMUNICATION

To the Editor of THE TECH:
 In the death of George A. Beach, Class of 1914, Technology has lost one of her noblest sons. One of his classmates in writing to me said, "George Beach's death struck closer home than any of my personal losses from the war. He was one of the finest men I have ever known. It is terrible to realize that he is but one of the many thousands of the highest and noblest type of men who are dying for us. What a small offering one's own life is, when such men are giving theirs."

I have received a copy of Major Ryan's letter sent to Mrs. Beach, and, with her permission, I am enclosing a part of it, as I feel sure it will be of sad interest to all Technology men.

Most cordially yours,
 (Signed) MRS. HENRY P. TALBOT.

Major Ryan's letter to Mrs. Beach is, in part, as follows:

"With the profoundest feeling of sympathy for you and sorrow for our loss, I wish to inform you of the death of your son, Private first-class, George A. Beach, Aviation Section, S. E. R. C., a member of this command on January 20, 1918.

"Your son served under my command since leaving the United States, and by his delightful personality, keenness for work and devotion to duty, proved himself a man, a soldier and a gentleman in every respect, and one worthy of the greatest respect and admiration by all with whom he came in contact.

"His death, which was instantaneous, was one of those almost impossible and wholly unavoidable accidents. He was piloting a machine flying over the training field. At the same time, another machine, piloted by 1st Lieutenant William H. Cheney, with Lieutenant Oliver Sherwood acting as observer, was also in the air. A very low cloud of fog blew over the field and closed around the machine piloted by Cheney. He turned to get out of the fog, and as the machine emerged, struck the machine operated by your son, who was also trying to avoid the fog. Both machines fell to the ground, a distance of about one hundred and fifty feet.

"The funeral was held from the Italian Military Hospital in Foggia, at two o'clock on the afternoon of the 21st, and was attended by troops and officers of the American, Italian, French and English armies. All the men were buried with full military honors."

SCHOOL TERM ENDS THIS WEEK

The present week will see the closing of the regular studies at Technology; the junior freshmen, those who entered the Institute in February, and the Juniors, the class of 1919, having their last exercises today, and the other classes theirs on Friday, May 24. Examinations will follow as usual, to be concluded Wednesday, June 7, the reports being mailed to the students on Thursday, June 8. There will then follow a vacation of twelve days for the junior freshmen and the class of 1919, the first named beginning the summer studies that are to help them catch up with their fellow freshmen by the opening of the new school year; and the class of 1919, so that in the summer they may anticipate the studies of the fourth year and be ready for their degrees in January, 1919. This is substantially repeating the arrangement of last summer, where in the junior camp not only were there military exercises but advance study of fourth year work. So successful was this camp of last summer that already one hundred and fifty men from the Seniors have completed their work and have been recommended for degrees.

The regular summer work will begin on Monday, June 10, with week-end recesses over July 4 and August 12-14. The summer term will end Saturday, September 7, with examinations lasting through the following week. There will be a vacation of sixteen days and on Monday, September 30, Technology will open for its school year of 1918-19.

During the present week the special school under Dr. A. E. Kennelly for radio engineers will have its examination, the work in this being accepted towards the degree of those who were seniors already in good standing when entering it. It is proposed to carry on during the summer a second school of like nature, which accepts only of senior class rank in studies, for instruction in the fundamental principles underlying the engineering work of radio construction and equipment.

During the summer there will be continued the schools for the Government in Army aviation and Navy aviation in their variety, and the schools for the U. S. Shipping Board in the training of deck officers by Professor Burton, and in officers for the engine rooms by Professor Miller. The Institute will not cease, therefore, to be a busy place, although certain of the regular classes will be enjoying their vacations.

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