

The Tech

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IN CHARGE THIS ISSUE

H. D. Folinsbee, Jr., '22 Ass't. Night Editor
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SATURDAY, MARCH 29, 1919

SMOKING

WHY do the students still persist in smoking in the corridors and main lobby of the Institute buildings? It should not be the place of the Faculty to enforce the glaring placards prohibiting smoking in the buildings. The students should enforce it amongst themselves. These buildings are ours and if we are real Technology men we should take enough interest in them to keep them clean.

In the outside business world the men who have no regard for smoking rulings are dealt with quickly and effectively. We trust that such action will not be necessary.

This interest in keeping our buildings clean should be one of the integral parts of the Technology spirit. Let us get the spirit then and the buildings will take care of themselves.

BASKETBALL

SOMETIME ago there was quite a bit of discussion among undergraduates of the Institute upon the subject of basketball. A number of men had got the idea that they were deeply interested in this sport and that arrangements should be made whereby they could indulge in it at the Institute. They wanted inter-class, inter-dorm, and inter-fraternity teams and a varsity team was not out of the question.

Application was made to use the gymnasium in Walker for practice but this was at first denied. Such action was considered by those men so vitally interested to be inexcusable. What was the use of a gymnasium if it could not be used for a sport which would prove so beneficial to the students. The matter was taken before the Advisory Council on Athletics and finally the desired permission was granted.

Everything seemed ready. We were interested to watch the phenomenal rate at which this activity would gain favor. But alas, here the subject seems to have been dropped. Whether it was dropped because its original supporters had gained their objective or because of the approaching examinations, we do not know, but nevertheless, the enthusiasm disappeared.

Basketball will always hold its place as one of the popular leaders in collegiate sports and here at Technology, where there is not time for baseball and football, it should reach the same degree of development as our track activities of the present day enjoy.

We earnestly hope that those men so enthusiastic at first will regain their enthusiasm at the beginning of this term and do the things which they had planned to do when they were working for the permission to use the gymnasium.

Alumni Notes

LIEUT. JAMES OWEN GREENAN '11 sent in the following letter to his class secretary, Orville B. Dennison: "Am leaving Paris today—came in to the Tech bureau to leave my change of address—saw the November 'Review'—and noticed Kinney's letter in the 1911 column, about Gibbs and the Tech bureau.

"What he says is certainly true. The bureau does more to make us feel at home here than any other one thing, and that is largely due to the personality of Gibbs. He is the ideal man for the job. Those who are responsible for the installation of the bureau, and, particularly for the choice of Gibbs as director, deserve the heartiest thanks of all Technology men on this side."

CAPTAIN WALTER L. MEDDING '17, Course XV, who is still in France with the A. E. F. has just completed a 2500 mile trip by auto, over the entire battlefields examining the bridges of the Allies and Germans. Captain Medding was one of the nine graduates from the



CAPT. WALTER MEDDING '17

Civil Engineering Course who were appointed Provisional Second Lieutenants in the Engineers Corps, U. S. Army, as a result of the examinations held at the Institute in June, 1917. After a six weeks' training at the Engineers' Officers' Training camp at Fort Leavenworth, Kansas, he was assigned to a regiment and commissioned as captain. Captain Medding, who prepared at the Malden High School, was a member of Theta Tau, Masonic Club, Civil Engineering Society and Corporation XV. He was elected treasurer of his class in his senior year at the Institute. Captain Medding is a Phi Sigma Kappa man.

HORACE GREELEY LOBENSTINE '92, of 1250 Seminole avenue, Detroit, Mich. announces for himself and family that by order of the Probate Court of Wayne County Michigan, he has been authorized to use the English version of his German name, Horace Greeley Preston. Preston graduated from the School of Mechanic Arts in 1888 and from Course IX of the Institute in 1892. After leaving the Institute he became president of the Detroit Leather Specialty company of Detroit, Michigan.

POSITIONS ASSURED FOR TWO HUNDRED DISCHARGED MEN
Sergt. Moore to Assist Colonel Cole in Military Science.

In conjunction with the general movement now on foot throughout New England to place returning soldiers in positions which they formerly occupied, or at least in a position where they will be enabled to earn themselves a livelihood, the government is making arrangements to discharge about 200 men from the army stationed at Camp Devens, Ayer, Mass. and give them positions in the Quartermaster corps as civilians, which positions they have been filling for the past few years as members of the army. In addition to this movement, several men are to be sent to the various colleges about New England where military instruction is being given, to act as assistants to the professors of military science. Technology is to receive as its assistant Sergeant Walter A. Moore.

This replacing of enlisted men by civilian workers began at the camp Monday, when, in the Quartermaster's Sub-Depot here the first batch of non-coms and enlisted men were discharged from the service and resumed their work as civilians. During the last few

Alumni personals, news of class and alumni associations, and other alumni activities will be gratefully received. The prompt arrival of such information will facilitate the work of the Associate Editor, in making the department as timely and complete as possible.

days civil service examinations have been held at this camp. Men of the Quartermaster Corps who were able to pass the examinations have been assigned to the same duties they had as soldiers. But where they have been doing the work in the past for \$30 a month, or a little more, they will now receive salaries ranging from \$750 to \$1500 a year.

In all about 200 men at the Sub-Depot Quartermaster's at this camp will be given the Civil Service jobs. Besides their salaries they will be quartered and rationed in the camp if they so desire, and their status will be the same as that of other civilians who are attached to the cantonment for duty. If they desire to do so, however, they will be allowed to live outside the camp, and there will be no restrictions placed on their movements or doings outside of working hours.

Five New England colleges are to receive enlisted men from the 36th Infantry at their camp. The men are to be assistant instructors of military science and tactics. They are all Regular Army men and they will be under the professor of military science at each college for duty. Sergeants, Frank R. Kenrick and Henry Mattikow go to Boston College, Sergt. Walter A. Moore goes to Technology, Sergt. John E. Snyder goes to Massachusetts Agricultural College, Sergt. Walter E. Bewer goes to Rhode Island State College and Sergt. Joseph Freedman goes to Connecticut Agricultural College.

DEVELOPMENT IN CONCRETE SHIPS DATES BACK TO 1849

Concrete pontoons Used in Building Panama Canal

Reinforced concrete was first used in making a boat in France in 1849, but its use languished from 1849 until 1887 when the small concrete boat was built in Holland. This boat was first used by duck shooters on account of its high stability, and in 1918 it was still in use by a cement-products company in Amsterdam. Italy, Germany, and England next fell in line, and a revival of concrete boat construction in France took place in 1916. Concrete boats were constructed also in New South Wales, Canada, China, and Spain. After the outbreak of the great war, as her ships were destroyed by submarines, Norway naturally lost no time in building concrete ships. At the Fougner plant, at Moss, the Nannsiifjord, a 200-ton concrete cargo vessel, was built and, after a successful trial trip, engaged in traffic between Norway and England and along the Norwegian coast. This was practically the pioneer sea-going self-propelled concrete ship.

Concrete shipbuilding in this country really began about in 1912, when the Furst Concrete Scow Construction Co. built a 500-ton concrete scow for the Arundel Sand & Gravel Co., of Baltimore, Md. Vessels of this type have been in use ever since that time by this company and have rendered excellent service. In the same year a concrete barge of the Gabellini type was finished at Mobile, Ala., and it is still in service. Concrete pontoons built on the Panama Canal in 1914 are still used as landing stages for small steamers. Concrete motor boats, yachts, tug boats, and row-boats have also been built in this country. In 1918 the construction of two fleets of concrete barges, each barge measuring 20 by 130 feet and of 550 tons capacity, was begun at New Orleans, La., and at Seattle, Wash. In 1918 the Faith, a concrete self-propelled merchant vessel of 5,000 tons dead-weight capacity, was launched at San Francisco, Cal.

From 1849, when the first concrete boat was made, to 1918, when the Faith was launched, seems a long period, but, after all, the leap from the rowboat to the 5,000-ton freight carrier may well cover two generations, and it must be remembered that it is practically only since the outbreak of the European war that there has been any large construction of concrete ships. The enormous destruction of shipping by submarines and the immense demand for new shipping to meet the requirements of the war made the construction of concrete vessels almost imperative.

Advantages of Concrete Ships
In the stress to supply new ships reinforced concrete was adopted as a building material mainly for the following reasons: First, the concrete materials required are easily obtained, and the steel needed is employed in a form and quantity which makes no strain on the rolling mills; second, the labor is less skilled and is recruited from a class totally different from the ordinary shipyard labor, so that the work does not increase the stress on the existing shipyards; third, a concrete ship costs no more than a steel ship and requires less expenditure for its upkeep; fourth, the time of construction is shorter.

When these facts are coupled with three considerations which make reinforced concrete most valuable for shipbuilding, there seem to be abundant reasons for its present larger use for that purpose. These considerations are: first,

the concrete ship can be made practically waterproof; second, the reinforcement can be completely inclosed by the concrete so as to prevent rusting; third, concrete and reinforced concrete are absolutely fireproof.

Concrete used as construction material improves with age; there is no definite knowledge today as to the limits of its durability in time. It is not known to be attacked by insects; mold, vermin, and bacteria find no soil for growth in it; and consequently ferrous concrete vessels can easily be kept clean. The ease of repairing a concrete ship by the simple application of new concrete is also a distinct advantage.

SWIMMING SEASON NEARS CLOSE

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lar meet in New York. Technology's thirty-four was larger than the twenty of Columbia and the eleven of the College of the City of New York combined. This is the most decisive meet of the year, being Technology's all the way. The relay was easily won and was captured with a margin of fifty feet. The fifty, hundred and two-twenty were run off in heats. Scanton won first in the fifty and Foster third. Captain Untersee was fairly nosed out of the hundred by Biddell; C. D. Greene led in the twenty up to the last length when he was passed by Schiff of Columbia and Lehrman of C. C. N. Y.

The first defeat in four years was met at the hands of Yale on March 5, at New Haven. During the whole meet Dame Fortune refused to smile on Technology's struggling mermen, the decision being against the Institute team.

The coaching that the swimmers have received has been of the best. Alex Sutherland, formerly coach of Amherst, has whipped a strong team into shape. The team was a collection of stars before he came but now he has made a real team out of these men. He has improved the time of Untersee, Covells, Scanton and Rudderham by applying his knowledge and experience for the benefit of the Institute men.

The prospects of an invincible team for next year are very bright if Mr. Sutherland returns, according to Manager McKay. Most of the credit of this year's team is due to the coach, says McKay. Technology will lose only Capt. Untersee by graduation this year, so the hopes are bright for next year's season. With Alex Sutherland back as coach next year's team will be especially favored.

TROOPS SUFFER AT GALLIOLI

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in undergraduate organizations, among the latter being an editor of THE TECH. From Technology Captain Lehmaier went to Australia where he remained until August, 1914, at which time he left for the German possessions in the Pacific, and participated in the Gallipoli Campaign until the evacuation in 1915. After three months of patrol duty in Sinai in 1916, he was transferred to active service in France, where, in May, 1916, he was promoted to the rank of Captain on the field. Continuing, Captain Lehmaier modestly admits having participated in the battles of Pozieres, the Somme, Lagnicourt, and Bullecourt. He was shell-shocked, wounded, and was in such a precarious condition suffering from concussion that he was buried alive on the field of battle! He miraculously escaped, however, and was invalided to Australia in 1918. After being discharged from service August 26, 1918, Captain Lehmaier again entered business, and is now acting in the capacity of foreign representative of the Guaranty Trust Company of New York. Following is Captain Lehmaier's description of his life "over there."

Since my arrival in this country I have been impressed with the point of view apparently adopted in all quarters concerning the Gallipoli Campaign of 1915.

So little authentic information seems available on the subject that the experiences of any eye witness and participator in part of the Dardanelles operations may prove of slight interest.

The prevalent opinion existing, is that the entire attack on the Turkish Coast was a failure, that thousands of men were sacrificed unnecessarily and that the whole affair was a funeral pyre of English and Colonial blood without any resultant good.

An opinion expressed, must of necessity be a personal one; but it is firmly fixed in the minds of the survivors of the Dardanelles Campaign that although the objectives were not attained the moral effect (on the Central Powers) of the operations was without limit.

It will be remembered that in the early days of 1915, Bulgaria was in a most perilous condition, sitting on the fence hesitating which way to fall. Greece was in an unhappy state, Ven-

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