



Published twice a week throughout the year by the students of the
MASSACHUSETTS INSTITUTE OF TECHNOLOGY

Entered as second-class matter, September 16, 1911, at the Post Office at Boston, Mass., under the act of Congress of March 3, 1879. Acceptance for mailing at special rate of postage provided for in Section 1103, Act of October 3, 1917, authorized on July 19, 1918.

MANAGING BOARD

Count B. Capps '20 General Manager
 Homer V. Howes '20 Editor
 Carole A. Clarke '21 Managing Editor
 Raymond A. St. Laurent '21 Advertising Manager
 Scott H. Wells '20 Circulation Manager

EDITORIAL BOARD: J. A. Buerkin '19, Wm. B. Barrow '20, H. F. Hedberg '20, K. B. White '20, J. B. Ford '21, G. F. Gokey '21.

NEWS DEPARTMENT: Assistant Managing Editor, L. R. Kurth '21. Night Editors, F. W. Adams '21, E. A. Ash '22, H. D. Folinsbee, Jr. '22. Assistant Night Editors, H. C. Gayley '22, J. Musnitsky '20. News Board, J. O. Bower '22, M. Knight '22, E. H. Koehler, Jr. '22. News Staff, Miss Florence Fogler '20, N. T. Allen '22, C. B. Barton Jr. '21, W. H. Irwin '21, S. H. Rose '22, W. R. Scott '22, W. K. Taft '22. Sporting Department, J. H. Coyle '20 Editor, D. R. Linsley, assistant. Military Editor, E. R. Haigh '21. Photographic Department, L. J. Powers, Jr. '22, Editor. Reference Department, A. D. Harvey '21 Editor, E. R. Gordon '21, assistant. Proof Editor, G. Tattersfield '20.

ADVERTISING DEPARTMENT: T. W. Alder '22, E. J. Allen '22, M. M. Manshel '22.

CIRCULATION DEPARTMENT: Sales, Karl D. Bean '20, R. B. Oakes '22, J. W. K. Remsen '22. Distribution, W. G. Thompson '22, F. J. Burt '22.

Subscription \$1.50 for 53 issues, in advance. Single copies three cents. Subscriptions within the Boston Postal District or outside the United States must be accompanied by postage at the rate of one cent a copy. Issues mailed to all other points without extra charge.

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 opinions expressed.

All material for publication must be in the hands of the night editor by noon of the day previous to issue.

Business office, 310 Walker Memorial, Charles River Road, Cambridge, Mass.; business phone, Cambridge 2600, News rooms, 3 Walker Memorial; news phones, Cambridge 2600; after 6 p. m. Tuesday and Friday, Cambridge 6265.

IN CHARGE THIS ISSUE

E. S. Burdell '20 Night Editor
 H. C. Gayley '22 Assistant

FRIDAY, APRIL 18, 1919.

SETEBOS

SETEBOS dwelt in the cold of the moon, making or marring the destinies of men. Whatever humor, caprice, or idle fancy might suggest, he did, heedless of the suffering, pain or joy which might result. His word was law, and none might dispute it.

What can be finer than to feel yourself all powerful, to think, should I do this, an intricate machine will be ruined, a far reaching system disorganized, or should I choose to refrain, things will go on as before, and no one the wiser. The thrill, the exultation of feeling such power, to think how many things are subject to your will, even as Setebos, to the fancy or humor of the moment, it is immense. What can be nobler than to run things to suit yourself? Hang the rest of the world, you say: I am a free man in a free country, and I do as I please.

A free man in a free country took a screw driver out of his pocket, unscrewed the top of the radiator valve in room 2-198, and broke the mechanism which regulates the temperature of the room. The temperature of the room did not suit him. Another free man unscrewed the rubber ends from the telephone receivers in building four. Perhaps he was collecting them. Still another amused himself for five or ten minutes by inserting pencils under vacuum cleaner outlets to hear them whistle.

As a result an instructor lectured for a day and a half in a temperature of eighty degrees, an employee of the Institute spent two hours mending the thermostat regulator, two telephone booths were rendered practically useless, and considerable damage was done to the vacuum cleaner pumps.

What high spirited young men these were, full of independence and ruthlessness! There are few like them in the Institute. They may be seen going about loudly whistling down the corridors, babbling, laughing, in the General Studies Reading Room, or in the Library, or tapping on their desks in examination rooms. They are the men who carve up wood work, or scribble obscene language in the telephone booths at Walker Memorial, where young ladies attending dances cannot miss seeing it. Again these are the men who are constantly cheating in examinations, asking whom does it harm. These are free men in a free country.

But is a free country one in which every individual is left free to do as he pleases, or is it one in which an individual is most secure from the encroachments of others, his rights better protected? Is the man who shows greatest disregard for others the greatest apostle of freedom? Is consideration for others something to be ashamed of? Is the man who shows himself unable to comply with the laws of ordinary human consideration the man who is going to lead others?

Alumni Notes

ANALYSIS OF HONOR ROLL.

An analysis of the one hundred and two names on the Technology Honor Roll shows the following interesting facts. Of the names recorded on the Honor Roll as published April 4, the Causes of death are as follows:

Killed in action	19
Died of wounds received in action	7
Died of Disease—A. E. F.	20
Died of Disease—U. S.	28
Died of Accident—A. E. F.	13
Died of Accident—U. S. (largely in the Air Service)	13
Lost at sea	2
Total	102

JAMES LEE ACKERSON '06, XII, has been chosen to succeed Director-General Charles Piez of the emergency fleet corporation, in full charge of ship construction. Mr. Ackerson has been connected with the corporation for many months as vice-president. The new chief of construction, Mr. Ackerson, is a practical shipbuilder. He was born in Michigan in 1881 and was graduated from the Naval Academy in 1901. After service at sea, he was assigned to the construction corps, going later to Technology for post-graduate work. His important assignments since then include fleet naval instructor under Admiral Schroeder; superintendent of construction at the Maryland Steel Works, Baltimore, and superintendent of new construction at the Mare Island Navy Yard. He became connected with the shipping board as aid to Admiral Capps when the latter was general manager of the fleet corporation.

LIEUTENANT-COLONEL BENJAMIN W. GUPPY '84, who has returned to his old position as engineer of structures on the Boston & Maine Railroad, after serving for two years in France, spoke at the monthly meeting of the Traffic Club of New England, at the Copley-Plaza last Tuesday evening, on "Railroad Construction on the Western Front." He is a graduate of the Officers' Training School at Plattsburg, and was commissioned a major when the War Department organized an operating regiment from among the railroads of New England. As major, he commanded one of the battalions. His command was brigaded with the British Expeditionary Forces, and during his service he won advancement to the rank of lieutenant-colonel. Seventeen months of his foreign service was spent with the Fourteenth Engineers and the remainder with the Service of Supplies. He is a graduate of the course in Civil Engineering.

WALTER SHEPARD '72, has retired after forty-four years of continuous service in the engineering department of the Boston & Albany Railroad. He was born in Dorchester, March 1, 1849, and was educated in the Dorchester grammar and high schools, and the Boston Latin School. He graduated from Harvard in 1870, then studied civil engineering at the Institute, obtaining his degree in 1872. He was first employed by the Boston & Albany as engineer's assistant, promoted to division engineer, then to assistant chief engineer, and became chief engineer in 1908. Since then he has been the consulting engineer for the road. It was under his direction that the work of lowering the tracks through the Newtons was carried out, and he directed the building and construction of many important bridges and structures now in service on the road.

SINBAD'S RECORD RUN.

(Continued from page 1)

who provided the music, have overtopped all their previous efforts at the Winter Garden.

The show is a production of Messrs. Lee and Shubert, produced under the personal direction of Mr. Shubert, and including a carefully chosen cast of 150.

Among the array of artists appearing with Al Jolson in "Sinbad" are Kitty Doner, Fritz von Busing, Virginia Fox Brooks, Virginia Smith, Farber Sisters, Irene and Constance, Leah Norah, Rebekah Cuable, Rita Zalmani and Helen Link. Among the male members of the cast are Lawrence D'Orsay, Forrest Hull, Franklin A. Batie, Ernest Hare, Johnny Berkes, Frank Grace, John Kearney, George Thornton, Harry Kearley and Frank Holmes.

LANSINGH TO TALK TO AUXILIARY

Van Rensselaer Lansingh '98, formerly Technology representative at the American University Union in Paris, will address the M. I. T. Women's War Service Auxiliary Thursday, April 24, at 4 P. M. in Huntington Hall. The public, especially Technology students, is invited to attend.

AERO CLUB TO COMPLETE FINAL ORGANIZATION

This afternoon at three o'clock all men who are at all interested in aviation and its several branches are requested to assemble in Room 3-370 to aid in the organization of the new Technology Aeronautical Society. Last Tuesday a part of the proposed constitution was discussed and passed upon, but due to lack of time this work was unfinished, when the meeting was adjourned. Today, this business will be completed and many other subjects will be discussed.

Any student at the Institute is eligible for membership in the new organization, and all men who have any interest in aeronautical engineering are invited to attend the next meeting. Any suggestions as to the formation of the society will be welcomed by the temporary management.

As soon as the constitution and by-laws have been formally accepted, it is planned to have the members meet daily at the Walker Memorial where a table will be reserved for them. It is believed that this idea will help greatly to keep the men well informed concerning aeronautical topics, and especially as to the daily advancement in the art. Arrangements will be made so that tables may be reserved for this purpose from twelve to two o'clock every day except Saturday and Sunday.

Further announcements concerning the activity of the society will be frequently posted on the main bulletin board.

LOUNGING ROOMS AT WALKER ARE TASTEFULLY FURNISHED

The lounge rooms and library of the Walker Memorial are now ready for use of all men at the Institute, after several weeks of renovating and refurbishing effected by interior decorators. The furniture and equipment is considered the equal of that of any city or business men's club, and every effort has been made to make these rooms as comfortable and informal as possible.

On the main floor are three lounge rooms and a reading room, the latter being the one farthest to the left on entering the Memorial. On the second floor are the library, the trophy room, and the Alumni and Faculty room, the latter to be reserved exclusively for use of the Alumni and Faculty, between the hours of 11.00 and 3.00.

Mrs. Ellen A. King, who was a matron at the Recreation building of the Naval Aviation detachment, will act in a similar capacity in the Walker Memorial. In addition to supervising the maintenance of the rooms, she will be pleased to assist and look after the friends and relatives of any student who may be visiting the Institute at a time when classes prevent the proper attention from the man himself. She is a lady of wide experience in work of this kind and those in charge think her assistance will be invaluable.

The government of the building has been placed in the hands of the Walker Memorial committee composed of five men appointed by the Institute committee: W. R. McKenney, Chairman; F. Zur Welle, James B. Ford; Maurice Townend and H. L. Bretting.

SURVEYING CAMP AT EAST MACHIAS WILL OPEN ON AUG. 5

Number of Students Attending Will Be Over a Hundred.

Technology's Summer Surveying Camp at East Machias, Maine, will open this year on August 5 and close September 26. These dates have been decided on by Professor Charles M. Spofford, head of the Civil Engineering Department, who has charge of the camp.

Professor George E. Russell who has been executive officer at the camp for the past five years will not attend this year, having accepted the office of President and General Superintendent of the Junior Plattsburg Summer Camp. No one has yet been elected to take Professor Russell's place at East Machias.

Attendance at surveying camp is required of men in Courses I, XI and III, who have finished their sophomore year at Technology. Other men either from the Institute or any other school, who have the required amount of preparation in surveying, may attend.

It is expected that the number of students in attendance this summer will be more than one hundred and that the total number of campers including students, members of the instructing staff and employees will be about one hundred twenty-five.

JUNIOR PLATTSBURG.

(Continued from page 1)

member of the American Society of Mechanical Engineers.

During the war Professor Park was a member of the Committee on Education for the S. A. T. C. Lieutenant-Colonel McRae is a grad-

uate of West Point but was studying at Technology when he left in 1915 to enlist with the Canadians. Serving in France with the Dominion soldiers, he rose from private to major. He was wounded and transferred to the American Army as Captain in September, 1917. Shortly after this he was sent home to the United States to instruct a training camp here. He went back again to France with the 78th division, and at the time hostilities ceased was assistant chief of staff of this division.

The Director of Academic Training at Plattsburg will be a Boston man, Mr. Oscar C. Gallagher, headmaster of the West Roxbury High School.

The Junior Plattsburg Training Camp is open to all young men between the ages of 14 and 21. Its purpose will be to instruct in three different branches: military, technical and academic. The camp will last eight weeks, starting July 1 and the cost for the eight weeks is to be \$300. This will include maintenance, the military course, one technical course and one academic course, or any two technical courses, or any two academic courses.

The Military course has five branches, Air Service, Cavalry, Infantry, Artillery, and Navy. The Technical Department has five branches, ground school of aviation, motor mechanics, wireless telephone and telegraph, landscape architecture, and general engineering. The academic department will have such courses as algebra, geometry, physics, etc.

More detailed information about the camp can be had from pamphlets which may be obtained at the office of the department of Civil Engineering, or Professor Russell's office. The Executive Secretary, 9 East 45th street, New York, will also furnish information upon request.

NAVAL ARCHITECTS HOLD SMOKE-TALK IN WALKER

Professors Owen and Peabody Speak on U. S. Merchant Marine

To a large group of interested naval architects who assembled in the Walker last Tuesday evening Professors Owen and Peabody gave informal talks on the history of the growth and decline of the American Merchant Marine. The new speaker, Professor Owen, became very emphatic in his derision and denunciation of the laws which have driven our ships from the sea. The higher cost of American built ships and their proportionately higher cost of operation were alone fatal to American maritime supremacy. Not content with that, the Professor went on to say, the legislators insisted on passing numerous laws such as the one requiring ships of American registry to be manned by American speaking crews, which absolutely drove American competitors from the sea. Professor Owen concluded his remarks by pointing out that this country now has a large merchant marine which will likewise be scrapped if some of the existing laws are not changed.

Professor Peabody then arose and impressed upon his listeners the prime importance of gaining practical experience by summer ship-yard work. The professor believes the experience thus gained is great enough to warrant summer work being made obligatory.

After the seagoers had nipped Pall Malls and Camels to their heart's content grog and hardtack was served in the North Dining Room.

SKY APRONS USED IN AIR DEFENSE BY ENGLISH

Owing to censorship, details of the invention of the wire sky aprons used so extensively in aerial defense during the latter months of the war were not available. However, information of the methods employed in this system, which, by the way, is a British invention has been published by Popular Mechanics.

"Balloons were sent up in groups of three or more to different elevations. The aprons of wires they supported might be likened to certain Japanese beaded portieres, except, of course, that the individual strands were spaced several yards apart and weighted with plumb bobs.

"One of the most beneficial effects of the scheme was its pronounced influence on the morals of German airmen, who knew not where they might encounter the menacing wires. Striking one of them while flying at high speed might have serious consequences. It might cripple one of the controls, wrap around the propeller, saw through a spar, or, if it happened to be one of the main anchor cables, shear off a wing. The aprons are said to have spelled the doom of a number of night bombers and to have caused others to make forced landings.

"In guarding London the atmosphere was divided into three defense strata. Between the ground and a certain elevation the aprons gave protection. The artillery barrage formed a curtain of deadliness across the middle area. Above that were the night duty fighting planes of the Royal Flying Corps, waiting the chance to attack."