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IN CHARGE THIS ISSUE

F. W. Adams '21 E. H. Koehler '22

THURSDAY, MAY 1, 1919

THE REAL FIELD DAY SPIRIT

WHAT is identified at Technology with the term "class-spirit"? Is it that annual battle royal we witness at most other colleges between two rival classes, a fair example of which was given us last February in Lowell Court—is it that which instigates and helps to accentuate personal grievances only, the net result of which is a feeling of dissatisfaction and injustice by one of the classes concerned? No, we have at Technology something far better, more sensible, and more sportsmanlike than these annual college rushes—namely Field Day.

This institution—for it has qualified as such rather than as a mere occasion—has changed through the years from the canerushes of former times to the perfected athletic competition of the present. And as it has changed, so has there been a corresponding change in the undergraduate view of it. Then it was the affair of one day, requiring neither fore-thought nor preparation; now we see it as the one big inter-class activity of the year, towards which all efforts of the previous month are directed in organization and training.

Field Day is our most important All-Technology event. To interpret it as being primarily for those on the Field Day teams, would deprive it of its true meaning and value. Good support is as essential to a team as good training. It is a proven fact that the ability and strength of a team varies directly as the inverse cosine of the cheering it receives. The teams are doing their share to make Field Day a success. It's up to you to show real Field Day spirit and turn out en masse to give them the backing they deserve. Technology to a man is expected out Friday!

SCHEDULES

AT the beginning of each term every student fills out with his registration material three schedule cards which show his room assignments for the term. One of these cards he keeps for himself. Another is filed in the Information Office and the third in the office of the Superintendent of Buildings and Power. The cards are filed there chiefly for the convenience of students, but the students have always been very careless about keeping them accurate and up to date. It is often impossible at registration time to show one's recitation hours and the room assignments for each, but as soon as the information can be known definitely every student should correct his schedule card.

The cards are constantly of great help to students who wish to locate other students. Furthermore, if an important telegram or telephone message comes for a student he will be found without delay. For his own advantage, therefore, and also as a help for others, every student should be careful to keep his schedule cards up to date.

It is a pity that the pigeons cannot be eliminated from Building Two, and the porticoes of the other buildings—while they are still few in number. Or are they necessary evils to all public buildings that afford a roosting place?

Wouldn't it be just as well to take off our hats in Walker Memorial? Etiquette would demand it in a mixed dining room.

OFFICIALS FOR FIELD DAY

Manager of Field Day—Paul N. Anderson '21.

Assistants to Manager—Ernest May '22, John T. Hefferman '22.

Inspectors

Richard Gee '20, Maximilian Untersee '19, Henry Blank '20, Dana Huntington '21.

Timers

Henry C. Pierce '20, Malcolm Burroughs '20, Robert Pender '20.

Clerks of Course

W. R. Barker '21, Scott Wells '20, Dwight Stagg '21.

Starter

Wingate Rollins '20.

Baseball

Mr. John Hallahan, Boston Herald, 1st Umpire.

Edwin Ryer '20, Base Umpire.

Relay Race

Referee—Dr. Allan W. Rowe '01.

Judges at Finish—Mr. Lawrence Allen '07, Prof. A. E. Burton, H. E. Worcester '96.

Crew Race

Starter—Pat, Manning.

Referee—W. Haines.

Judges—M. A. Loucks '18, H. J. Daube '19.

Tug o' War

Referee—Maj. Frank H. Briggs.

Judges—H. S. Ford, Mr. Warren L. Coffren '20, John H. Coyle '20, William Freeman '20.

Marshalls

Geo. H. Burt '20, Norris Abbott '20, Homer V. Howes '20, John T. Pierce '20, Count Capps '20, Malcolm Knox '20, R. G. Mossropp '20, John C. Nash '20, H. H. McClintic, Jr. '20, P. D. Ash '20, Kenneth Akers '20, Herbert R. Dorr '20, Kenneth Roman '20, Paul D. Scheeline '19, P. W. Carr '19.

CLEOFAN GLASSICS

Three fair maidens were possessed of an inordinate desire to fly. As they thought it over, they became more and more aerial in their desires; and the idea enthralled them so completely that it became impossible to keep their curly heads properly absorbed within the covers of their school books. So out they sallied on Monday afternoon, forth to the sunny river—two electricals and the beginnings of one feminine architect. They sought eagerly the kind gentleman who was inviting people to ride in his machine for the slight consideration of a dollar a minute. They were wondering, as they hastened along, whether it would be necessary to decide before they went up upon the number of minutes, or not until after they were up. When lo! to their dismay they came upon the watery site of the remains of the sight-seeing-tours-for-a-dollar-a-minute. They were told the tale of how a mere man had but a few minutes before inconsiderately allowed an accident to happen with him in the machine—and they were wrathful. They realized that they thus would not have a chance that day to satisfy their lofty aspirations—which had verily gone before a fall—but, to their indignation, not their own fall. It is reported also, that the elder electrical had her hands full to keep the younger, more skittish, electrical and the beginnings of the feminine architect from trying to tug at the remains of the machine and coax it to a flight under their own guidance.

Query: Are these damsels proven enthusiasts to the extent of becoming eligible to the M. I. T. Aeronautical Engineering Society?

EVANS SPEAKS TO M. E. SOCIETY

Joseph D. Evans '01, spoke last evening before the Mechanical Engineering society, in the Main Dining Hall of Walker. His talk concerned the making of shells from start to completion, and throughout the evening held the interest of all who had come to hear him. Mr. Evans was aided by official United States Government films which have never before been released, and which were taken to aid shell inspectors in the better performance of their duties. The pictures were taken at the Amatol, N. J., Evans, and Morgan Munition plants; pictures of the latter plant having been taken previous to its being destroyed by explosion last October.

The first reel shown explained in detail the assembling of the component parts of the shells, the second and third reels, the leading operations on 75mm. and 155 mm. shells. In the fourth reel, the work of gauging the shells was shown, while in the fifth reel pictures of firing tests taken at Aberdeen, Md., closed the illustrations.

Mr. Evans then spoke at length on shell loading as it was done in American munition plants, at the time of the outbreak of the Great War and at the time of the entrance of the United States into the conflict.

Members of other engineering societies of the Institute were present last evening and shared in extending to Mr. Evans thanks for an enjoyable and instructive evening.

J. D. LELAND TELLS OF HOUSING PROBLEMS

On Wednesday evening, April 23, the Architectural Society was addressed by Mr. J. D. Leland. He spoke on the Industrial Housing Problem.

"During the period of reconstruction, which is really readjustment, the architect's business will be handled differently. I was called to Washington in the fall of 1917 to speed up the labor question. The labor turnover was as high as five hundred percent, and the cost of hiring men varied from fifty to three hundred dollars. The Shipping Board was the first to be interested in the problem. A bill for appropriations was drawn up in January, 1918, and was passed on May 16. The first check for ten million dollars was received on July 25. There were twelve thousand five hundred families to house. Two hundred ninety-eight million dollars worth of housing had been authorized when the armistice was signed. Many were not in favor of stopping housing plans, because they were vital to the upkeep of production. Erie, Detroit, and Niagara were the three most important cities of war production in the United States.

"The housing problems were of two kinds, the temporary, the barrack form, and the permanent. The duties of the Bureau were: first, to fill present houses; second, to improve transportation; third, to provide new buildings. A committee consisting of an architect, an engineer, a landscape architect, a real estate man, and a sociologist, were sent out to make reports of districts in need. To be successful in this, as with private clients, the architect must meet the conditions and wishes of the people. An architect must draw up clients' ideas, make necessary corrections, and then suggest, rather than recommend, others.

"There were fourteen hundred men with a payroll of two million dollars a year, in the offices at the Headquarter of the Bureau. The work progressed so well that they were soon building houses too good for the class for which they were intended—a thing to be avoided. I am opposed to the United States Government's building houses for labor. It is too paternalistic. This problem is serious in the United States—fewer people own homes here than in any other country. Many people floating here are there about the country breed Bolshevism and I. W. W. tendencies. The Bureau has organized three hundred community organizations to co-operate with manufacturers, etc., to give the laborer a chance to settle down, buy land and build his own home. The farmer is helped by the Farm Loan Bank; industry is helped by the Reserve Bank; the highway is helped by funds; but the wage-earner has no help at present. The United States Government should appropriate funds returnable with five percent interest.

"When a fund for the benefit of laborers is left, as for instance, by a manufacturer, they should be given choice of an increase of wages or a recreation building, or better living conditions. They are not always educated enough to appreciate athletic fields, etc. If an architect designs a building well from an utilitarian point of view, aesthetic beauty will come."

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