

1921 Baseball Team



Back row: (left to right) T. H. Gresham, A. E. Bachmann, E. J. MacDonald, E. F. Delaney, R. Dolle, A. J. Kiley.
Middle row: R. W. Barker, A. E. Povah, L. W. Conant, A. G. Cromley, A. H. Kerrigan.
Front row: A. J. Shaughnessy, manager; E. F. O'Hearn, captain.

FRESHMEN EXPECT VICTORY

(Continued from page 1)

ated to starts and trial spins over the course and to the perfection of the stroke which is expected to bring victory to the 1922 boat. Although not entirely confident of the final outcome, the crew has high hopes of crossing the line in the lead. C. W. Bryden has been chosen to stroke the freshman combination. At number 7, is seated R. W. Hemenway who rowed with Huntington last year and was chosen as a member of the All-Scholastic Crew. J. F. Falls at bow, rowed for several years with the St. Paul eight. The other members of the boat, although not having as much experience, have developed into powerful oarsmen. G. P. Anderson, the freshman manager, declined to make a statement last night as to the outcome of the race other than that the freshman combination was in fine form. The 1922 crew is as follows:
Bow, J. F. Falls, 148 lbs., 5ft. 11 in.; 2, E. J. Horne, 153 lbs., 5ft. 7 in.; 3, W. B. Driscoll, 154 lbs., 6ft.; 4, J. C. Molinar, 134 lbs., 5 ft. 11 in.; 5, H. J. Bretting, 175 lbs., 6ft. 1 in.; 6, F. Revecca, 157 lbs., 5ft. 9 in.; 7, R. W. Hemenway, 165 lbs., 5ft. 9 1/2 in.; Stroke, E. W. Bryden, 165 lbs., 6ft. 1 in.; Cox, J. W. Remsen, 108 lbs., 5ft. 6 in.

Relay Team Ready

The freshman relay team feels sure of winning. It feels as sure as do the crew, the baseball team, and the tug-o-war team, and its reasons for this confidence are good ones. First, the usual lack of experience which has always proved a handicap to the freshman is not present this year due to the late date of Field Day. The advantage offered here is very evident, and the other reasons, stretching on to infinity, which show who will cross the tape first, are just as evident. Consequently, they shall be omitted. Even the freshman track manager expects his team to win, and he surely ought to know. Just read what he says about it. Manager Folinsbee states:
"The 1922 Relay Team feels confident of victory. The reason for our confidence is that every white jerseyed man is a consistent fast time runner. Two or three stars cannot assure a successful issue, since no team is stronger than its weakest man."

The men who will run for the freshman are:
1, J. W. Poole; 2, A. S. King; 3, F. Howlett; 4, C. D. Grover; 5, R. L. Conrod; 6, L. B. Laird; 7, C. D. Dippell; 8, E. P. Knight; 9, W. D. Carney; 10, C. E. Brockaw; 11, R. Prescott; 12, E. S. Hayes; Substitutes, J. MacDonald, F. W. T. Kirley.
Tug-o-War Team Undecided
The freshman tug-o-war team has

not yet been picked at the time when this issue of THE TECH went to press. The manager of the team says that the freshmen have shown excellent spirit and enthusiasm in coming out for the team. Over fifty men have been out regularly and the result is that there is plenty of material from which to pick a strong team. The men have

HEROISM IS IN VAIN

Technology Student Tries To Rescue Accident Victim

Technology men figured prominently in the airplane accident just above Harvard Bridge on the Charles River Monday afternoon which resulted in the death of one man and the serious injury of another.

The pilot of the seaplane, Winthrop Elliott Nightingale, was graduated at Technology in 1917, and a Technology freshman, E. A. Nusbaum, who was in a shell on the river at the time, made a gallant attempt to save the life of Nightingale's passenger, J. Lester Allen. Members of the freshman crew were also on the scene of the accident and aided the police in rescue work.

Nightingale, recently discharged from service in the Naval Aviation Corps, came into partnership with Philip C. Nash, a former army captain, forming the New England Airplane Company, selling airplane rides to the public. They had started business only a few days before but had met with popular support, for it was on his fourth trip for the day that Nightingale met with the accident.

He flew down the river from the hangars which are just above the Gray and Davis plant on the Cambridge side of the river, as far as Harvard Bridge but as unable to make any height. He turned and went back up the river, at-



Back row: (left to right) R. W. Haskel, D. G. Morse, D. T. Brown, H. M. Noelke, L. A. Lloyd, A. Feldsine.
Front row: "Pat" Manning, coach; I. D. Jakobson, captain; T. O. M. Davidson, G. Hauber, I. N. Worcester.

RULES GOVERNING THE EVENTS OF FIELD DAY

The following rules governing the events of Field Day have been issued by the committee in charge:

Crew Race
The race shall be one mile in length. The start of the race will be just above the B. A. A. boathouse and the finish will be at the Walker Memorial. There will be eight men and the coxswain in each shell. The winning crew will be awarded their numerals.

Baseball Game
The baseball game will be five innings in length. The game will be played in two parts of three innings and two innings. The rules for the games shall be the ones governing the National League Baseball Games. The members of the winning team will be awarded their numerals.

Relay Race
The relay race shall consist of one and one-half miles to be run by 12 men from each class. Each man to run 220 yds. The sequence of the runners shall be assured by passing a baton from man to man, these flags to be provided by the management. The rules of the N. E. I. C. A. governing relay races with baton shall apply. The members of the winning team will be awarded their numerals.

SOPHOMORES ARE CONFIDENT

(Continued from page 1)

assurance of victory that the 1921 team has for this year. We are aiming for more than the single accomplishment of beating the frosh for the record is doomed to give way to a new one. The first runner in the grey jersey is scheduled to gain a lead that will increase till the white string is broken." The team is composed of the following men:

1, G. Bawden; 2, T. H. Spitz; 3, Palmer Scott; 4, Oliver L. Bardes; 5, James Downey; 6, C. A. Newton; 7, M. V. Hamburger; 8, H. K. Noek; 9, L. Evans; 10, H. D. Junod; 11, C. W. Seranton; 12, A. Anable; Substitutes, W. L. Hyland, T. K. Lin.

Eight Has Powerful Stroke

With a trial spin on the Charles last night, the Sophomore crew finished its preparation for the annual event with the first year men tomorrow. The 1921 boat is confident of taking tomorrow's race and expects to cross the line with open water between it and the freshman shell. The 1921 crew has developed a powerful stroke and counts on having the advantage in experience and in weight. With practically the same oarsmen seated in the shell as those who rowed the 1921 combination to victory last year, they feel that they have nothing to fear from the freshman boat. The Sophomore crew is much heavier than their opponents, averaging seven pounds more than the first year men. Upon Captain Jakobson rests the responsibility of stroking his shell to victory, and under the powerful drive he expects the freshmen will follow in the wake.

A great deal of interest is centered in this event as it is the first time in the history of Field Day that the crew race will have a bearing on the final score. Besides Capt. Jakobson, are several men who have had experience representing other teams. J. N. Worcester, at number 7, rowed with Cambridge Latin before entering Technology. Several new men are appearing for the first time for the 1921 combination. W. C. Feldsine, at number 5, came here from Cornell, where he was on the freshman squad and D. H. Morse, formerly of Roxbury Latin is rowing at bow.

The statistics of the 1921 shell are as follows:

Bow, D. J. Morse, 153 pounds, 6 ft.; 2, R. W. Haskel, 140 pounds, 5ft. 9in.; 3, D. T. Brown, 155 pounds, 6ft. 2in.; 4, H. M. Noelke, 181 pounds 6ft. 3in.; 5, W. C. Feldsine, 168 pounds, 6ft 1-2 in.; 6, L. A. Lloyd, 175 pounds, 5ft. 10 in.; J. N. Worcester, 170 pounds, 6ft. 1in.; Stroke, I. D. Jakobson, 167 pounds, 5ft. 11in.; Cox, T. O. M. Davidson, 125 pounds, 5ft. 6in.

1921 Tug-o-War Team



been pulling hard every afternoon for the past week and everyone on the team is confident of success.

PREVIOUS FIELD DAY SCORES

Year	Classes	Score
1901	'04 vs. '05	'05, 6 ; '04, 3
1902	'05 vs. '06	'05, 7 ; '06, 2
1903	'06 vs. '07	'06, 9 ; '05, 0
1914	'07 vs. '08	'07, 5 1/2 ; '08, 3 1/2
1905	'08 vs. '09	'09, 5 ; '08, 4
1906	'09 vs. '10	'09, 5 ; '10, 4
1907	'10 vs. '11	'10, 9 ; '11, 0
1908	'11 vs. '12	'12, 6 ; '11, 3
1909	'12 vs. '13	'13, 6 ; '12, 3
1910	'13 vs. '14	'13, 9 ; '14, 0
1911	'14 vs. '15	'15, 6 ; '14, 3
1912	'15 vs. '16	'15, 9 ; '16, 0
1913	'16 vs. '17	'16, 5 ; '17, 4
1914	'17 vs. '18	'18, 6 ; '17, 3
1915	'18 vs. '19	'18, 9 ; '19, 0
1916	'19 vs. '20	'20, 6 ; '19, 3
1917	'20 vs. '21,	'20, 5 ; '21, 4

Field Day Records
Tug of War 1916 won by '19, 15 2-5 seconds.
Relay race 1919 won by '18, 4 min. 46 2-5 sec.

1922 Tug-o-War



tempting to rise. He had gone as far as a point opposite the Gray and Davis place, when the engine stopped, onlookers say, and the plane with its two occupants plunged nose first, one hundred feet down into the river.

Landing upside down, the machine pinned the two men beneath it, but Nightingale, exhausted, was soon seen to come to the surface. He attempted to get his passenger out, but his weak condition prevented his effecting a rescue.

Nusbaum appeared on the scene at this time and with a knife in his hand succeeded in going down and cutting Allen loose. Previous to Nusbaum's act, several members of the freshman crew had dived from their shell and tried to set Allen free, but lacking a knife were unsuccessful.

After Allen had been brought up, members of the crew helped the police bring the body to the shore in a canoe. By this time the shore on both sides of the stream was lined with Technology students and other persons who had been watching the airplane and had seen it fall.

Efforts to resuscitate Allen were of no avail and it is believed he was killed by the force of the blow when the plane struck the water. Nightingale was treated at the emergency hospital of the Gray and Davis Company.

Tug-o-War
A tug-o-war limited to 25 men from each class. No artificial means will be employed. Each contestant shall pull standing.
The rope shall be of sufficient length
(Continued on page 6)

1922 Baseball Team



Back row: (left to right) Nash, coach; Myers, Bray, Fitzgerald, Subriana Ramsey.
Middle row: Vreeland, Ken, Lashure, Towle, McGrady, Miller.
Front row: Clarke, Gill, Walch, manager; Smith, captain; Miles.

Freshman Crew



Back row: (left to right) J. C. Molinar, W. B. Driscoll, C. W. Bryden, H. J. Bretting, J. F. Falls, F. Revecca.
Front row: (left to right) H. J. Horne, J. W. Remsen, R. W. Hemenway, captain; G. P. Anderson, manager.

Help put Technology over the top by buying your Victory Loan bond from the canvassing committee.