

MR. UNDERWOOD WILL LECTURE

Mr. William Lyman Underwood, Lecturer in Industrial Biology, will give three illustrated lectures before the class in Zoology in Room 10-411 on Thursday the 29th at 3 p. m., Monday, June 2 at 12 o'clock and Thursday, June 5, at 3 p. m. They are open to officers and students of the Institute.

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1. P. T. Coffin '21
2. C. R. Myers '22
3. Monroe Hawes '20
4. J. H. Scott '20
5. D. P. Brown '20
6. A. W. Norton '21
7. D. J. Hennessey '20
8. R. Dolle '21
9. R. Prescott '22
10. A. J. Kiley '21
11. George Frebch '19
12. Not announced.
13. E. L. Akerley '22
14. A. W. Miller '20
15. C. C. Moore '20
16. W. J. Grady '22
17. Disqualified
18. E. V. Carroll '20
19. A. S. M. Kreeger '20
20. J. D. Crosby '21

ROWING SEASON SUCCESSFUL
(Continued from page 2)

tractive schedule. The formation of this crew was the result of an abundance of splendid crew material. All of the men were tremendously interested in their work and as they could not all sit in the first boat, a second crew was formed. They got into the Harvard Regatta for their first race and lost to one of the Harvard freshman crews. Their only other race was with Tufts Varsity, a crew which twice had been defeated by the first eight. Possibly the Tufts men were considerably "het up" over their inability to win a race and they put all they had into a last, final effort and took a fall out of the second boat.

Field Day, when the freshman first eight met the Sophomores, opened the Technology crew season. It was a most auspicious opening, for the resulting race was a corker. The finish was so close that all kinds of predictions were heard as to the winner and many still wonder how the judges ever reached a decision. At any rate, it was no disgrace for the freshmen to lose in such a questionable finish.

On May 10, the Harvard second freshman crew defeated the eight by three lengths. The weather was bad for good rowing, that day and the water very rough.

The third race was with Stone School and the eight changed their line-up a bit, sending Osborne to number 6, vice Revecca. Whether the change in the sitting of the crew was the reason or not, the fact remains that the eight broke into the win column in this race by 2 1-2 lengths.

Once on the right side of the ledger they could not be side-tracked and Middlesex and Tufts fell victims to their prowess in quick order. In the Harvard Regatta they placed first in the race for junior eights. That was the last race of their season.

The first four had their first race on May 7, losing to Rindge Technical High school by 2 1-2 lengths. A week later English High defeated them by about the same margin. The third race was with Browne and Nichols School, and this smoothly rowing combination increased the margin of defeat that the four had been having handed to them to three lengths.

May 24 the four journeyed to Pomfret, Ct., to row Pomfret School. The strange shell and a strange course, the latter including a curve, proved too much for the Technology men, and they lost again. Brookline last Wednesday was the four's fifth conqueror.

Despite the fact that the win and loss figures show 9 to 4 against the freshmen, the great number of men out for crew and the interest shown makes the season not at all a dismal failure, but rather a brilliant success.

As the crew lost to the Sophomores on Field Day, according to Institute regulations regarding insignia, the freshmen would not get numerals this year, but it is understood that some movement is on foot whereby in view of the splendid showing of the first eight and of the interest of the men in general, standing laws will be waived for once and some numerals awarded.

The success of the crew season at Technology is due in no small measure to the efforts of H. J. Daube, manager of the Rowing Association, and to his assistants, R. G. Mossrop '20 and E. T. Steffian '21. W. F. Clements '21 managed the Sophomore crew which won the Field Day race, while the freshman crews had three managers, E. W. Vilett '22, G. P. Anderson '22, and G. W. Potter '22. Vilett was publicity agent for the freshman crews.

The first eight was captained by S. H. Hemenway '22, the second eight by J. T. Hull '22, and the four by F. Blanchard '22.

The make-up of the first eight was as follows: 1, Falls; 2, Horn; 3, Driscoll; 4, Molliner; 5, Bretting; 6, Revecca and Osborne; 7, Hemenway; 8, Bryden; cox, Remson and Folinsbee.

The second eight: 1, Brown; 2, Ne-smith and Nusbaum; 3, Sterling; 4, Allen; 5, Plimpton; 6, Ward; 7, Brun; 8, Hull cox, Coughlin.
The four: 1, Greening; 2, Blanchard; 3, Knutsen; 4, Fischer; cox, Folinsbee.

The record of the crews was as follows:

Date	Opponent	Winner
FIRST EIGHT		
May 2	Sophomores	Sophomores
May 10	Harvard '22 2d	Harvard
May 19	Stone	Technology
May 21	Middlesex	Technology
May 22	Tufts	Technology
May 23	Harvard Regatta	Thnlyg
SECOND EIGHT		
May 21	Harvard '22 4th	Harvard
May 27	Tufts	Tufts
FOUR		
May 7	Rindge Tech	Rindge Tech
May 14	English High	Eng. High
May 17	Browne & Nichols	B & N.
May 24	Pomfret	Pomfret
May 28	Brookline	Brookline

SHOW PERFORMS TODAY

Continued from Page 1

will be no time after the performance to go back for them.

The special train leaves Northampton at midnight and will arrive in Boston about 7.00 o'clock Saturday morning.

The Boston and Somerville performances come Saturday and Monday respectively. The matinee will be at 2.15 and the evening performances at 8.15. The tickets for these performances are practically all gone.

The management states that the proceeds of the Tech Show will probably be given to the various activities which have been most seriously affected by the war.

JUNIOR PROM IS SUCCESS

(Continued from page 1)

however, for promptly at twelve the music stopped, and started to leave. People were wondering why when a warning feeling around the center of masses announced that it was time to eat, and time it was. The hall was soon deserted, and the grill and the dining hall on the first floor became the centers of congestion.

About this time the representatives of THE TECH made their appearance and for a trifling sum disposed of these organs of Institute life as they are generally called. Earlier in the evening, Voodoos had made their appearance and been joyously greeted in the same strain as that in which their followers were welcomed. All the girls wanted one just to see what it was like and to look at the pictures, and everybody got one. They followed the crowds to the dinner tables and soon disposed of their last copies.

In each of the dining rooms, tables had been reserved for private parties, and the large place cards over the different tables with the names of the owners helped greatly to do away with confusion in finding seats. When the Prom Committee was asked as to whether the dinner was to be a formal one or more or less of a light lunch, they proudly remarked that it was to be a regular three course affair and everything. The decorations in the dining rooms were all furnished by the people sitting at the tables, are or rather should be, and the Prom Committee will take no blame for anything in the line of superfluous scenery.

The dinner was not expected to be quiet and really formal, so the cheering and talking between the different tables is not to be frowned upon. In fact, it is such things which make a party, and although Tech Night performances should not be set up as a standard, just the right number helps. Three hundred and fifty couples, even when split up into two parties make quite a gathering, and quiet is a stranger in such a place.

The dinner is scheduled to stop at one, when dancing begins again, and with such a rest and a well spent intermission, the second half of the Prom should go off as well as the first. It really ought to go off better, for a surprise was planned by the committee, and if it only materializes, everybody will be so much the happier. Of course it can not be mentioned now for it would only spoil a good thing, but the committee should be watched. All hope that it does, at any rate, for such an able committee is sure to have something special up their sleeves.

From one o'clock until four, it is probable that everyone will make the most of that time left, which always seems so short, and enjoy to the utmost the dancing and good music. After that the taxis will again throng Boylston street and the end of the Prom proper will have arrived. The Copley will become deserted. The lights will go out, and until the time when dawn comes to announce another day, many men and maids will talk and dream about the big Junior Prom which all too soon has ended and become part of history.

DR. MOSS TO SPEAK

(Continued from page 1)

fore the carburetor of an aviation engine at all altitudes thereby maintaining the maximum power up to a height of 20,000 feet. A motor without this

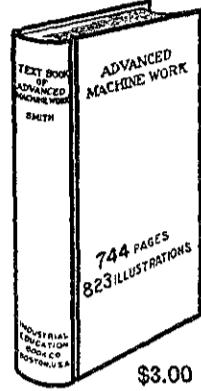
device develops only 60 per cent of its maximum power at this altitude, and hence the value of Dr. Moss's invention is clearly apparent. At present, this particular appliance is the only one thus far approved by the government, after tests made on Pikes Peak at an altitude of 14,000 feet, with the supercharger attached to a standard Liberty motor for which it had been especially designed. Several refinements have since been added, and within two weeks the device will be installed on an airplane in Dayton, Ohio, for final flying tests. Dr. Moss will exhibit several fine lantern slides showing the various stages of this particular piece of research, including many of the Pikes Peak expedition.

Owing to the fact that all work on the invention has been under government supervision, the officers of the Society are pleased with their success in procuring Dr. Moss. In fact it is stated that this is the first time that the ap-

paratus has been explained to the public, and the lantern slides to be exhibited have been prepared especially for the occasion.

The management wishes to emphasize the unusual character of the lecture, and cordially welcomes all students who are in any way interested in internal combustion engines and their appliances. Members of the Society will receive invitations by mail, and others will be reached by posters and press announcements.

In addition to the feature speech of the evening there will be one or two films illustrating airplanes in flight, showing the many maneuvers resorted to in modern air warfare. These pictures will be thrown on the screen while the audience is regaling itself on "eats" and "smokes" which are to be served at that time. As this event will close the activities of the Aeronautical Society for the year, those attending are assured of an enjoyable evening.



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