Latest of Building Projects Nears Completion—To Be Foremost of Flying World

Laboratory Is Constructed As An Approximate Cost of $1,000,000

(Continued from page 1) the need of a new building soon be- came apparent.

All of the work of the Aeronautical Engineering Department will be con- ducted in the new building with the exception of some teaching, which will be continued in the old building. In addition to the prov- ision of adequate space for the department Aeronautical Engineering new apparatus will be obtained from different sources which are expec- ted to follow the Guggenheim gift. The building is of brick and contains designed to conform to the ar- chitectural of the present buildings. It is 280 feet long, 60 feet wide, and three stories high in addition to a basement. It will house two drafting rooms, offices, locker rooms, research laboratories, research rooms and a testing materials laboratory.

Future Expansion Possible

The structure faces on Massachusetts Avenue and is planned within a few feet of Vasell Street, being the end of the proposed line of buildings beginning with buildings 1 and 5. In any event buildings now are under consideration, according to Dr. Stratton. In design the building, consideration has been given to follow the same lines which have been adopted in a wind tunnel room and a basement.

Finished the new building will be occupied by the two wind tunnels which have been in use in temporary wooden buildings. The size of the new large tunnel is the first such tunnel at Cambridge. It was built by Professor G. H. Stoney was carrying on aeronautical research. The.

Larger tunnel, seven feet in diameter, which is designed to provide an artificial wind velocity of 100 miles an hour, will be built in its place. The tunnel was designed by Professor von Dassler, U. B. Both of these tunnels will be in operation by the beginning of the fall term. As soon as the basement of the building is completed the larger tunnel will be moved. It is expected that this will be done within about five weeks. A large opening has been left in one of the walls and a stairway will be built to move the tunnel in to its new quarters. On account of the extra strength required it will be unaccommodate for the tunnel to be left in its present position, since the opening has been made as large as possible.

New Wind Tunnel Probable

The present entrance will not be moved. If funds can be procured, a new entrance will be built in its place. The new tunnel is probably in the spring. When both of the wind tunnels are in place in the new building, practically the entire basement will be in use. The test instruments and apparatus in and around the basement will be moved into the new laboratory. On the first floor will be a work shop, drafting rooms, offices, and a room in which the test objects are to be made. In the second and third floor rooms and of the second floor are rooms for constructive drafting and research work in architecture. A large amount of space on the first floor will be used for the testing of materials in the laboratory. It has not been decided whether the laboratory will consist of office space for students, or a combination of office space and testing laboratories.

The remainder of the third floor will be occupied by two constructing laboratories devoted to studies of flight and aeronautics, and a large room for graduate students. Highbands will be given specific natural number of drafting and research work in architecture. A large amount of space on the first floor will be used for the testing of materials in the laboratory. It has not been decided whether the laboratory will consist of office space for students, or a combination of office space and testing laboratories.

The remainder of the third floor will be occupied by two constructing laboratories devoted to studies of flight and aeronautics, and a large room for graduate students. Highbands will be given specific natural number of drafting and research work in architecture. A large amount of space on the first floor will be used for the testing of materials in the laboratory. It has not been decided whether the laboratory will consist of office space for students, or a combination of office space and testing laboratories.

The remainder of the third floor will be occupied by two constructing laboratories devoted to studies of flight and aeronautics, and a large room for graduate students. Highbands will be given specific natural number of drafting and research work in architecture. A large amount of space on the first floor will be used for the testing of materials in the laboratory. It has not been decided whether the laboratory will consist of office space for students, or a combination of office space and testing laboratories.

An Approximate Cost

The cost of the laboratory is $1,000,000. The cost of the present building is $1,500,000. The cost of the new tunnel is $2,000,000. The cost of the new building is $3,000,000. The total cost is $7,500,000.

Fraternity Initiations at Bowdoin Are Governed by Student Council Ruling

Interference With Studies is Reason for Imposing Restrictions

During the past few years at Bowdoin the interference of fraternity business with the studies of the students has been a matter of complaint. The subject was taken up by the Student Council a short time ago and resulted in the making of an order regarding the time at which fraternity business is to be conducted.

1. No fraternity shall continue in its present location in the new building.

2. No fraternity shall be held at fraternity activities other than initiation ceremonies after 1:00 p.m. on any day with more than six classes in the division, or not later than 8:30 p.m. on any day previous to or on examination days.

3. It shall be the duty of each faculty member to report any interference from bowdoin students to his superior immediately. All reports will be considered and any possible interference with Students study will be discouraged.

4. If the above rules are not observed, the Student Council will recommend to the Faculty that suitable punishment be imposed.

Have you ever stepped out on Good- year Wingfoot Heels? If you have, you know they cushion away all the shocks and jars of walking. They wear like a "flat" pin. And their trim, close-cutting design makes them good style anywhere.

Takes your shoe repairman only a minute to put them on. How about new Goodyear Wingfoot Heels today?