COMMUNISTIC GOVERNMENT

BACK in the golden age of prosperity, any movement toward changing or improving the existing order of things was branded as radical beliefs were straightwith disapproved. The current Congressman Hamilton Fish brought upon himself everlasting infamy by his valiant defense of the nation against the would-be heretics in Moscow.

Since then, however, many things have happened that have been representatives of our thinking population who have no connection with Russia or Communism to decide that some reforms in our social structure are desirable, and that others are necessary. And with a general recognition of this fact, cries of "Red" have become fainter and less frequent.

For this reason, it was surprising to see, on the front page of Sunday's Boston Advertiser, an article under a sweeping seven-column headline, "Communistic Drive Sweeps Harvard, Wellesley, Tufts, Other Colleges." The article accused all those who have ever dedicated themselves to socialist, communist, pacifist tenets. These chiefs were declared "communistic." The Ku Klux Klan, the local Student League, allegedly a communist organization.

Technology was listed as one such institution having as "aided" communistic, anti-war sentiment. In fact, there is nothing that characterizes the Harvard press. Such phrases as "Students Move to Revolt, Pacify," "Drive to Capture the Youth of America" sound ridiculous in the context of the actual facts; but they are effective in frightening the general public's imagination among the merely literates. One of the irritating features of the affair was the Advertiser's implication that any movement, such as those to eliminate B. O. T. C. and to bring about disarmament are linked with the Third Interna- tional. As a matter of fact, it published several pages of gruesome pictures illustrating the horrors of war.

This tremendous fear of war is not most live in the world where its parents have made difficult and chaotic times. It is made for itself a more livable world and it is a part of a means to an end. Communism is probably not the best means and a better one might be developed, meanwhile the newspapers could keep occupied attacking real situations rather than phantasies and can only exist in their publisher's imagination.

THE TECH

OUR IDEAL CLIMATE

THE one subject which is always a safe introduction for conversationists is the weather. This is natural enough, for the fact that always and everywhere, some kind of atmospheric condition exists. But here at Technology we have another characteristic variety.

Yet the climate here once remarked (as the newspapers so often remind us) that in New England there is only rain and cold. But don't use such examples. However, the people who come from New York are here on the lookout for something better than that, and they are very successful gamblers. They shall not get caught without their earmuffs or their overshoes. And it is no mean distinction to ourselves chroniclers.

It has been snowing for three days now—an unusually long time for this week of the world. Still we feel in the world of the actual facts; but they are in the great game of out-guessing the climate.

Remember—New England has an ideal climate.

WIND SCULPTURED BOLONEY

"CSTREAMLINED in Wind and Sculptured Out" says the magazine for a 1941 automo- mobile which has only slightly less air resistance than an old fashioned "Sky- way Style." "Aero Streamlined," "Nature's Aerodynamic Sculpturing," and other impressive phrases are used to give the prospective purchaser the idea that at last he can get the ultimate in streamlining and the smoothest ride. And how smooth it is! Any unusual changes in body design. Yet how "streamlined" are most of the new models?

Not very much, it seems. Wind-tunnel testing has shown that twenty feet of a flat plate at 100, the resistance of an average sedan at 54, an average runabout at 56, while the so-called "streamlined" 1933 car has an actual resistance of 44, only 12 better than the 1922 car. Yet on the same basis a really streamlined car would have a resistance of 10.

Normal driving speeds are increasing rapidly, from thirty miles an hour in 1920 to fifty today, and to a predicted sixty-four in 1940. At only fifty miles an hour, a modern average user drives 7% of his gasoline merely to get through the air.

Perhaps motor cars should not travel at excessive speeds requiring streamlining, but they do, and that is why the manufacturers—and advertising men—are interested, and why the public should be interested in streamlining. For while streamlining would save only one-fortieth of our gasoline at thirty miles an hour, it would save over half at sixty.

Why, then, have the manufacturers not made a really streamlined car? Either they have no conception of real streamlining, or they think they can sell more cars by financing the public with sculptured" and other varieties of boloney without taking chances on radical changes.

Certainly little knowledge of streamlining among car owners can make them believe that they would be more efficient run backwards; or when all sorts of downward conclusions are entertained should be outside the car, although they increase the resistance far more than the sum of the whole resistances; or when no effort is made to smooth out the rough bottom of the car.

Hugged as they are by deference and fear, and no other cars can cut in this game. The "hired hand" businessmen in charge feel that the public will not buy in sufficient numbers to provide a profit, and it is true that the reaction of the uninsured is to the only two streamlined cars of this year has been none too promising.

And so in spite of the structural and cost advantages of the truly streamlined car, we continue to ride in autos which waste gas by porosity on the engine, in the transmission, the expensive horsepower to overcome the partial vacuums behind those cars which "blow through the air like a knife," and buy automobiles because of good advertising instead of good engineering.

OPEN FORUM

THE TECH:

denies that such causes can exist or be the fault of the New England climate. He further admits that the "real" world, that is the world of phantasies and theories, does not exist in their publisher's imagination.

"When a Feller Needs a Friend"--

When fate hangs heavy over your head, retain a cheerful outlook with a pipe of gentle BRIGGS. There's not a bite in a tomato or an unripe apple... and it has a rich and spicy scent that will thrill your taste. You'll find BRIGGS the blend a feller needs.

KEPT FRESH AT THE DEPARTMENT STORE.