

AMUSEMENTS

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AUTOMOBILES AND STEEL RAILS.

At the Union last night the Mechanical Engineering Society listened to practical talks by three of its senior members, R. C. Angell, H. C. Faxon and B. S. Leslie.

Angell spoke on steel rails. He said that many railroad accidents were caused by defects in the rails, either in the making or in their chemical composition. The defects in the making are caused by "piping," that is, a hole the length of the interior rail, caused by contraction in cooling. When the steel is poured into the moulds gas is given off; some of this does not get to the surface owing to cooling, and globules are formed which helps in the breaking of the rails. A heavier rail with thicker web was recommended as a means of doing away with many accidents.

Leslie spoke on steam automobiles. He dwelt particularly on the White and the Stanley machines. In the White the steam is superheated, thus saving water and giving more energy. The water is condensed and is used over and over. The machine will go about 150 miles on one charging. This Stanley boiler has been known to stand a pressure of 900 pounds to the square inch. In this machine the water is used only once and the tank has to be recharged every 30 or 40 miles. In comparing the steam and gasoline cars it was said that in all races controlled by makers of gasoline cars the steam cars were refused entrance.

GOLD OUTPUT INCREASING.

Prof. Bugbee Describes Cyanide Process.

Professor E. E. Bugbee of the mining engineering department addressed the Mining Engineering Society Monday on the cyanide process of extracting gold. This process, although it has been but recently developed, has been making rapid strides in the past seven years and has greatly increased the gold output by utilizing what had before gone to waste in the "slimes."

P. H. Heimer 1908 then gave a detailed account of how he had been supplementing his school work with practical experience during the last summer in a smelter in Montana. He pointed out the advantages of such a combination of theory and practice.

IS OLDEST IN THE COUNTRY.

(Continued from page 1.)

It was intended that the committee should serve as an advisory committee to the department, and it has been in close touch with every change and new policy since it was appointed, proving a great aid in the change of the course and in grappling with new educational problems that have arisen.

The teaching of Prof. Jackson, head of the course, has of late years, especially at the University of Wisconsin, related mostly to phenomena of alternating currents and alternating current machinery, but Prof. Clifford has proved himself to have these subjects so well in hand that Professor Jackson has turned his attention toward lectures, recitations and quizzes for the fourth-year men in subjects relating more directly to the administrative and executive aspects of engineering affairs. Opportunity for this work is afforded in the new arrangement of the curriculum of the course, and the faculty has granted the head of the course the privilege of substitution which Professor Jackson is utilizing until the modified course comes into effect.

The promotions and appointments made during the past year in the electrical department follows:

Professor Ralph R. Lawrence and Professor Harrison W. Smith have been promoted from the position of assistant professor of electrical engineering to associate Professor; Mr. H. G. Crane and Mr. W. V. Lyon have been promoted from the position of assistant to the positions of instructor; Mr. C. W. Green (University of Wisconsin 1907), Mr. A. E. Harold (Pennsylvania State College 1907), Mr. R. G. Hudson (M. I. T. 1907), Mr. C. C. Knipmeyer (University of Michigan 1907), and Mr. G. B. Thomas (Ohio State University 1907) have been appointed to the positions of assistant in electrical engineering.

DR. PRITCHETT A TRUSTEE.

Former President Henry S. Pritchett has recently been named a trustee of the Alexander Hamilton National Memorial Association, founded with the object of soliciting funds necessary to erect in Washington a suitable memorial to perpetuate the memory of Alexander Hamilton.

The Technology Review

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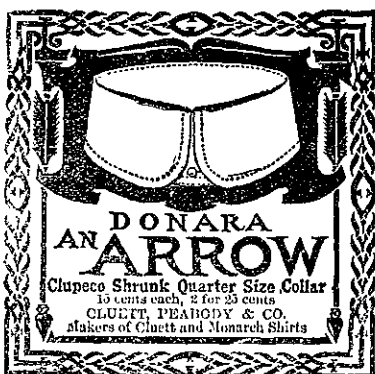
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