THE TECH

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CORPORATION MEMBERS SOON TO BE CHOSEN

Prominent Men Nominated For The Alumni Association Offices

Nominations for term members of the Corporation have just been announced by the Technology Review. Each year three graduates are elected to fill the places of those retiring at the close of their five-year term. This year eight men have been proposed—Edward Cunningham 1891, Cass Gilbert 1880, W. Spencer Hutchinson 1892, C. A. McClure 1894, Hon. Frank W. Rollins 1881, J. Waldo Smith 1887, Edwin S. Webster 1888, Paul Winsor 1886. The ballots for this election will be sent out about the last of next week, and voting will close December 20. Except those men who have not been out of the Institute more than five years, all members of the Alumni Association will be allowed to vote. The retiring men are Frederick K. Copeland 1870, Joseph P. Gray 1877, and Frank L. Locke 1886. The men enter their work in March 1910.

For the association the nominations are: for president, A. F. Bemis 1893, Eben S. Stevens 1868; for secreary-treasurer, Walter Humphreys 1897; for executive committee, Walter E. Piper 1894, George W. Swett 1903; for representative at large, Charles Hayden 1890, Franklin Hobbs 1889, Allan W. Rowe 1901, Stoughton Walker 1887, Professor George V. Wendell 1892; for advisory council on athletics, J. L. Batcheldder 1890.

Great numbers of associate members have been admitted to the association in the past year, and the local organizations throughout the country are meeting with enthusiastic support and greatly increased interest. The strength of the whole compares very favorably with that of any other college, and the future is considered most encouraging.

HARE AND HOUNDS

Opportunity For Freshmen To Prepare For Spring

The hare and hounds men will rest on Saturday and take a walk on Sunday. The regular men are expected to report at the field for the inter-class meet on Saturday.

On Sunday afternoon, Mr. F. H. Hunter 1902 will walk over the Handicap Course at West Roxbury with the squad. The race will be held over the course on Nov. 27. Mr. Hunter hopes to be accompanied by a good crowd of men interested in hare and hounds. The object of the trip is to acquaint the men with the Roxbury course before the race comes off.

C. P. Eldred 1911, the captain of the chase, is especially desirous of seeing the Freshmen turn out in numbers. He reminds 1913 that Field Day is not the only day of contest between freshmen and sophomores. Next spring there will be a cross-country race between 1912 and 1913. At present 1912 has the best runners and 1913 has none in evidence. This indicates that the freshmen are going to hand the cross-country race over to the sophs without a struggle. Capt. Eldred believes that a class that can win a Field Day can win a cross-country race. He asks those freshmen who think they cannot run to come out and surprise themselves. The freshmen can make no better start than by walking over the course tomorrow with Mr. Hunter and the men already started in cross-country work.

INTER-CLASS DUAL MEET THIS AFTERNOON

1913 and 1911 To Meet 1912 And 1910 At Brookline Field

This afternoon at the Field in Brookline a new kind of inter-class meet will take place. This will be in the form of a dual meet between the freshmen and juniors against the sophomores and seniors.

Present indications point to a closely contested meet, with the odds slightly on the sophomore senior combine. The senior class, ever since their entrance to the Institute, have been very strong in track and field work and have won all the inter-class meets since their freshmen year. The sophomore class has been very strong also. Last year in the fall handcap they won second place and repeated this pertomance in all the meets during their freshman year. They started this year with last place in the fall handicap.

The juniors have not shown up very prominently in the various meets, but in some events they are far superior to any class.

The freshmen, as far as can be told, are decidedly weak. In the fall handicap, where the freshmen have equal if not greater chances of winning than other classes, they only totaled nine points, winning one first and four third places. This is a poor showing, as the freshmen all had fairly large handicaps.

The sprints are always hard races in which to pick winners. The two lower classes have, as a result of the relay team practice, developed a few men who are showing good form and will finish well up in the front.

The 100-yards dash will probably be a fight between S. E. Tirrell 1913, S. E. Reed 1912, J. Becker 1912, and W. C. Salisbury 1911. Other members of the class relay teams are doing well in the century and a dark horse can be looked for.

In the furlong the real fight between the lower classes will come. Several members of the relay teams are running this distance within one or two-fifths of each other, and the race will probably go to the one who can fight the longest. M. A. Oettinger, S. E. Reed, E. Mangan, L. B. Walker are liable to win points in this event for the sophomore-senior side, while W. C. Salisbury 1911 and S. E. Tirrell, A. D. Conant, and other members of the freshmen team will push these men pretty hard.

The quarter-mile will be an interesting event. W. C. Salisbury 1911 and R. H. Gould 1911 appear as best choices for the first two places. M. A. Oettinger 1912 and J. P. Maxfield 1910 are also running this distance in fast time and will make the winners hustle. This race was one of the most interesting in the handicap meet. Oettinger held the field until the last stretch, when his strength gave out and he dropped behind Gould, and at the tape Maxfield jumped in to take the second position.

The longer runs will offer a great opportunity for new men. On account of the proximity of the inter-collegiate cross-country race all the members of the Tech team will be out of the meet today.

In the half-mile this will affect the freshmen-juniors total as P. D. White was surely winner of this event. W. S. Davis 1910 and E. I. Marceau 1912 are the men who will probably take the first two places.

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VIGOROUS START FOR AERO CLUB

Twenty-Six Active Members And Large Numbers Of Associates

Technology is to have an Aero Club which promises to be a worthy rival of similar clubs which have recently been started in some of the other colleges in this country. Last night, after Prof. Rotch had finished his very interesting lecture, plans were made to make this Aero Club a live and successful organization.

The committee which had been appointed to examine the constitution for an Aero-Club, reported in favor of its acceptance, after the regular address was completed. C. E. Creecy 1910 explained the plan of the organization as follows:

The members are to be divided into two classes: the full members to be those men who will do the active work and bear the financial burden of the club, and the associate members to be those who have only a general interest in the association. The full members will pay a $5.00 initiation fee and $1.00 per month dues. The associate members will pay $1.00 initiation fee and 75 cents per term for dues. All offices to be held by full members. The officers will only be two in number, a president and a secretary-treasurer. An engineering committee will direct the experimental work and the designing.

A meeting of all those intending to become full members was held. Mr. Creecy was elected temporary chairman, and J. S. Seltridge temporary secretary-treasurer. H. D. Kemp 1912, F. D. Strang 1912, and A. N. Layman 1911, were elected a temporary engineering committee.

After refreshments had been served the men interested in the Aero-Club gathered in one end of the Union to listen to a short informal talk by Mr. Albert A. Merrill.

Mr. Merrill is a Boston banker who has been interested in experiments with heavier than air machines since 1907. He is in charge of the Boston Young Men's Christian Association course in Aeronautics, and also in Mathematics.

He spoke to the fellows for a few minutes, telling of his experience and of the methods he had used in determining the best kind of surfaces for this work.

He showed pictures of two guiding machines that he had designed and in which he had made several successful flights in 1908. He said that a very good experimental glider could be built for about thirty-five dollars.

The following men signified their intention of becoming full members:

E. W. Fales 1910; C. E. Creecy 1910; J. S. Selfridge 1912; L. O. Mills 1910; H. A. Murphy 1912; H. S. Johnson 1912; R. B. Kennard 1913; C. H. Strang 1913; H. F. Lehman 1912; H. D. Kemp 1912; R. B. Brownlee 1912; L. W. Caldwell 1912; B. P. Mathur 1911; John Lodge 1910; H. L. Woehling 1912; M. Coffin 1911; John Ahlers 1910; W. B. Hopkins 1911; L. Baker 1912; W. A. Rhodes 1912; L. M. Phelps 1913; W. J. Murray 1912; D. J. McGrath 1912; L. A. Moore 1911; A. R. Davis 1912; G. H. Abel.

COURSE XIII. SMOKER.

Dean Burton gave a very interesting talk on his intimacy with Com. Peary, who lately discovered the long-sought-for North Pole.

The dean went through high school and college with Com. Peary and knew him intimately enough to get quite an insight to his character.

The dean's talk was followed by a short talk by Prof. Peabody.

UNION ENTERTAINMENT A GREAT SUCCESS

Professor A. Lawrence Rotch Speaks On Aerial Progress

A record crowd of students attended the Friday night entertainment and filled the large room to overflowing. Prof. Rotch of the Blue Hill Observatory was the speaker of the evening, but besides the promise of an extremely interesting lecture, there was the project of forming an aero club to attract the students.

Gorton James 1910, the chairman for the evening, first mentioned the fact that an aero club with 500 members and with Prof. Rotch as the president, had been organized at Harvard during the week. C. E. Creecy 1910, explained the object of forming an aero club and presented a constitution for consideration. A committee of three was appointed to examine this constitution.

Prof. Rotch began his talk with an explanation of the available data regarding air currents and air temperatures at high altitudes. The general direction of these air currents is from west to east, but in the region of the trade winds this direction is reversed in the lower levels. By an application of this knowledge it becomes possible to direct, in a measure, the course of a spherical balloon. For the navigator of the air by either dirigibles or aeroplanes, this knowledge of the air-currents is absolutely essential.

Next Prof. Rotch discussed the variations in temperature of the various layers of the atmosphere, and the remarkable fact was pointed out that at an elevation of eleven miles, the temperature of the air increases instead of decreasing. The lowest temperature measured was 111°C. All these facts were made clear by lantern slides of curves, showing these variations. Curves were also shown showing the variation in wind-velocity both with altitude and with the time of day. At the higher altitudes this velocity is very great, probably reaching 150 miles per hour at a height of 11 miles above the earth's surface.

The method of making these observations by means of small rubber balloons was next explained. These balloons are filled with hydrogen and burst when they reach a height where the gas pressure is greater than the strength of the rubber. Each baloon has a tag attached, requesting its return to the Blue Hill Observatory.

The actual navigation of the air was begun in France by Blanchard, at the time when Benjamin Franklin was the American ambassador to that country. The evolution of the spherical balloon was very rapid, and practically no change in principle has been introduced since the first balloon rose from the earth. The idea of directing the course of the balloon by means of paddles and screw propellers is not new, being first introduced by Dr. John Jeffries, an American. The first really successful dirigible was built by two French military engineers in 1885. Their success was closely followed by the experi-

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CALENDAR.

Saturday, November 13.

1:45 P. M. C. E. Society meets at Union.

2:00 P. M. Interclass Meet.

Sunday, November 14.

2:10 P. M. Cross Country squad takes train at Back Bay.

5:15 P. M. Y. M. C. A. meeting in Union.