

THE TECH

DAILY

VOL. XXIX. NO. 53.

BOSTON, MASS., TUESDAY, NOVEMBER 30, 1909

PRICE ONE CENT

REMARKABLE INTERVIEW WITH WRIGHT

Aeroplane As Practicable Mode Of Transportation In Near Future

On Orville Wright's recent return from Europe, he was interviewed by the New York Times. He gave many valuable ideas on the subject of flying, which we give, practically in his own words.

"I consider that the aeroplane has now arrived at a state where it is a practical mode of transportation. The flying machine has come—it is only at its beginning. I don't mind going so far as to say that I don't think it is going to cross the ocean within the next few weeks. Perhaps I may even doubt whether we will ever see it do that, but in the hands of a man who has as much skill in handling it as the ordinary driver has in handling an automobile, our machine to-day is ready to make any journey that an automobile can do in the country.

"We do not recommend flights over cities, not so much because of the danger to the aviator, as to the danger to the pedestrians and others. The risk is really to the people underneath, and we are not entitled to put them to that risk. I do not think the aviator would be running very much risk, provided he had the necessary skill to handle the machine in the right way. It is very unlikely that he would be very much hurt in any case. But we do not fly over cities ourselves, and we do not recommend others to do so."

The question was asked, if while over the city the motor should go wrong. "That would not greatly matter if the aviator had skill. He would choose one of the parks or open spaces and glide down probably quite safely into it. At the worst he would descend on a group of trees. That possibly would not be a very comfortable landing for him, and he might have some difficulty in getting his machine down; but he would not necessarily get hurt. Perhaps, once in fifty times his motor might stop, probably not oftener; and if he were flying with the necessary fore thought and skill, the stopping of his motor would give him no trouble.

"Would great speed make one independent of all air currents? Would it need a speed as great as ninety miles an hour?

"No I think not. At that speed an aeroplane would cut through any currents. Fifty or fifty-five miles an hour make one entirely independent of air currents. There is no difficulty in the way of increasing speed. It would be very easy to build a very fast machine. I hardly know what limit one could set to the speed to which it would be possible to build. We have no trouble in getting speed.

"There would really be no danger in landing when flying at a speed of 100 or 150 miles an hour; it would only require a little extra skill or practice, that is all. I have made landings at fifty-five miles an hour that were perfectly soft and easy. At our present speeds we come down pretty quickly with a breeze behind one. Speed will simply be a matter of practice. It can be given as soon as it is demanded. As time goes on men will acquire a skill in handling flying machines, as they have acquired it in driving automobiles, only more so because it is easier and safer.

"An average man can learn to fly in two hours of flying, spread over, say, a week. In his first flight, he is usually a little bit nervous at the newness of the experience and he would not learn much in his first flight, even if that

(Continued on page 2.)

TECHNOLOGY CHRISTIAN ASSOCIATION DINNER

Reorganization of Club Complete--Full Details of Plans For Year

Tomorrow, December first, witnesses the beginning of a period of real usefulness in the movements of the Y. M. C. A. A month ago the spirit of reawakened interest, which all summer had been quietly growing among Faculty, Alumni and undergraduates, took definite preliminary shape. A graduate secretary was landed and placed at the service of the Institute. Reorganization of the working force impelled an election of officers and a foundation of committees. Proper grounding of the proposition led to the establishment of an advisory committee, whose membership, now about complete, includes among others, Mr. Ewing and Mr. Snow of the Corporation and Professors Haven and Jackson of the Faculty. Effectiveness as a member of the activities of the Institute necessitated the adoption of a sane, up-to-date, practical objective point. All this is done, and now under its newer title "Technology Christian Association" is extending an invitation to men of the Institute to a dinner, to be held Wednesday evening. Under the direction of R. H. Ranger 1911, a committee of the Association has arranged with the Dining Room Management for banquet tables and service in the smaller rooms adjoining the Union. Following dinner and during coffee the Rev. Herbert W. Stebbins, Chaplain of Charlestown prison whose interest in sociological questions is widely known, will speak on some of the conditions existing in the prison and in similar institutions of America. Mr. Stebbins, a graduate of Dartmouth College in 1877, a graduate of Andover Theological Seminary, a student under a fellowship of the Seminary, of reformatory institutions, and authority on criminology, is a man of exceedingly forceful character. Though an ordained minister and privileged to occupy a pulpit, he chose rather the study of the underworld. Never yet has a man possessing anything less than great strength of character entered a field of this nature and succeeded in accomplishing his purpose. The marked achievement and recognized knowledge of this speaker make him a man who must be heard. While possessing great human sympathy, he recognizes the worth of direct speech, and talks right from the shoulder.

One of the firmest planks of the Christian Association platform is the truth that no man can prove of full value to the world unless he make himself directly useful in the affairs of men. The ten minutes spent in hearing of prison affairs will give an unsurpassed opportunity for learning about men who are already making themselves useful. After the dinner the committee in charge is planning the installation of a series of discussions founded upon passages taken from the New Testament, and divided into the following parts:

Dec. 1, The Universal Law of Service; Dec. 8, Social Service; Dec. 15, Political Service and Christian Citizenship; and Dec. 22, Service in Relation to Growth and Happiness.

These discussions will be open to whatever men are interested enough in self-development to put in twenty minutes a week discussing it. They will be conducted by leaders who know their business and who will make them interesting and of some use. The discussion tomorrow night will consider the Law of service in Nature and in Society, Interdependence or the Social Fabric,

(Continued on page 3.)

EMPLOYMENT BUREAU VERY SUCCESSFUL

Over Half Of Applicants Given Work--Over 75 Vacancies Filled

The employment bureau, under the supervision of the President's assistant, Mr. Scharff, has already placed many men in positions where they can earn money to help out expenses. Fifty-six men have registered so far, and over half of these have received employment. It is expected that there will be a large demand for men during the Christmas vacation probably greater than the supply. About half the men registered at the beginning of the year, and the others have come in since, probably still more men will want help.

A man asking employment is given a blank on which he fills out his name etc., age, height, weight, previous work, hours available, and form or forms of work he would like. When there is a position open the bureau tries to put in the best man. If two men are considered equally good, it is given to the one who needs it most.

The following is about the number of men who have registered:

For Book-keepers	5 men
Clerks	20 men
Bill-Collectors	20 men
Library Work	28 men
Stenographers	1 man
Typewriters	1 man
Draftsmen	12 men
Surveyors	10 men
Canvassers	7 men
Chauffeurs	6 men
Coat-Room Attendants	26 men
Furnace Attendants	10 men
Pail-Bearers	4 men
Stereopticon Operators	6 men
Waiters	14 men
Tutors	15 men

It will at once be seen that many men registered for two or more different kinds of work.

The following table will give an idea of the men who have been placed:

Clerks	4 men
Draftsmen	3 men
Canvassers	3 men
Chauffeur	1 man
Coat-Room Attendants	14 men
Furnace Attendant	1 man
Stereopticon Operator	1 man
Waiters	over 15 men
Telephone Operator	1 man
Odd Jobs	33 men

It is not certain how much money these men have made as there are no definite figures. Later, Mr. Scharff expects to make an accurate report of men who register, those given work, and the money they earn.

MECHANICAL SOCIETY

On Wednesday at 2 P. M. the Mechanical Engineering Society will hold a meeting in Room 24 Eng. B. Directly after the meeting there will be an excursion conducted through the Quincy Market Cold Storage Plant. It is imperative that all men who desire to go should sign the paper nthebu orRb should sign the paper on the bulletin board in Eng. A.

ALUMNI CLUB NOTES.

At a recent election of the M. I. T. Club of Central New York held in Syracuse, N. Y. the following officers were elected, J. P. Barnes 1905, President; I. S. Merrell, Vice-President; H. N. Burhans, Secretary-Treasurer; W. E. Hopton and H. W. Jordan, Executive Committee.

The club is flourishing and reports say that everything is going finely and they are just as busy as can be.

VARSITY BASKET BALL PROGRESSING RAPIDLY

Short Scrimmage Between Veterans and New Men Yesterday

Yesterday afternoon at the gymnasium a large squad of candidates for the varsity basket-ball team were put through a stiff practice. One team was made mostly of veterans while the new men were put up against them. The result was a walkover for the veterans. After a few minutes play Capt. Parker went in as center against Wentworth who was with the regulars. The first line up was as follows:

Chandler, lb rf, Hargraves
Taite, rb lf, Darling
Johnson, c c, Wentworth
Lord, rf lb, Bennis
Ellis, lf rb, Freedman

The following men also reported and were given a trial, R. B. Stone 1912, W. P. Muether 1913, G. A. Cahill 1913, A. P. Horner 1913, L. C. Lart 1913.

CATHOLIC CLUB MEN

Father McCarty to Give Farewell Talk Wednesday

On Wednesday night, Father McCarty who has been spiritual director of the Technology Catholic Club for the past four years will give his farewell talk. Father McCarty has been given charge of a new parish in Dorchester and the increased pressure of work obliges him to resign as director of the club. The new director whose name has not yet been learned will be introduced.

It is expected that the members of the club will present Father McCarty with some slight token of their high esteem for him. So it is most necessary that as large a number of men as possibly can, will come to the meeting. There is also some very imperative business to be transacted.

AERO CLUB MEETING

Engineering Committee Discusses Plans for New Glider

There was a meeting of the Engineering Committee of the Aero Club at the Union Monday night. Struts for the club's new glider will be finished by the carpenter Wednesday. Estimates have been asked for the steaming and bending of the ribs. Assignments have been made for looking up the best and cheapest cloth and for working out the stresses and strains. This work will take about two weeks.

In the meantime they will experiment with the glider of E. M. Fales 1911 to work out details for the new glider. Yesterday E. M. Fales, H. D. Kemp 1912, and Strang 1913 were out with the glider at the Aero Club Experiment Station at the one hill in Waban.

The latest reports say that the glider is still in good condition.

The following men are on the Engineering Committee: E. M. Fales 1911, H. D. Kemp 1912, S. W. Selbridge 1913, G. H. Able 1910, D. E. Greevy 1910.

CALENDAR.

Tuesday, November 30.

4:15 P. M.—Banjo Club Rehearsals. 33 Rogers.

1:00 P. M.—1913 Class Meeting.

Wednesday, December 1.

4:00 P. M.—B. B. P.