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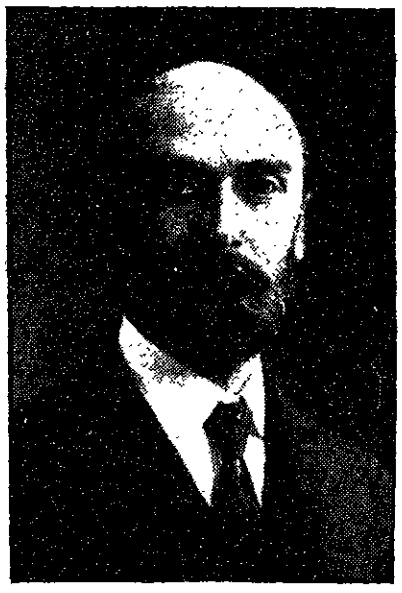
BIG SENIOR DINNER MARKED SUCCESS

Good Advice And Best Wishes Given By All The Speakers

It was good to be a senior last night! The spirit of good-fellowship had seized hold of every man who attended the 1910 class dinner, and it was apparent to any one that here were assembled men who had come to enjoy themselves in a manner worthy of Technology seniors.

The speeches that were made were dignified, and of more than ordinary interest. The advice given the seniors came in every case from men of experience who had given thought to their subject.

Richard F. Goodwin, the class president, introduced Dean Burton as the first speaker of the evening. Dean Burton began his speech by pointing out the difference between individual conceit and class conceit. "While conceit may ruin an individual, it is the salvation of a class. There is not much good in a class that does not believe itself the best class that ever left the Institute." The Dean's advice consisted of this: "Do not neglect your reading and writing after you leave the Institute. There is no greater source of enjoyment for a man who has appreciation than the reading of good literature. Cultivate a taste for good reading, and you will derive great benefit and great pleasure therefrom. Writing too is of great importance to an engineer, and it would be advisable for all of you to develop a good style of expression in writing." In closing, Prof. Burton wished the class well, and thanked them for giving him the opportunity to speak.



PROF. HENRY P. TALBOT,
Speaker at Senior Dinner.

Prof. Dwight Porter was the next speaker. Prof. Porter expressed his regrets at not being better acquainted with the class. This was the first senior dinner at which he has spoken although he has been teaching at the Institute for twenty-five years.

Prof. Porter's advice to the men was: "Have due regard for others! When you graduate you will find yourself working with men from other institutions. Because they are not Tech men, do not assume that their training has been inferior. While the Institute is

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PARKER CENTER ON ALL-NEW ENGLAND TEAM

Spalding's Basket-Ball Guide Also Shows Changes In Rules

Theodore B. Parker, 1911, center and captain of the Tech five, has been chosen as center of the All-New England team this year. The entire team, as it appears in Spalding's Official Basket-ball Guide for 1909-10 is composed of Lewis, Lambie, of Williams, forwards; Parker, M. I. T., center; Hayward, Wesleyan, Templeton, Williams, guards. That the choice was made this year with comparatively little trouble is apparent from the fact that four different judges, working independently, agreed unanimously in their selection. P. M. Wentworth 1910, guard of the Tech five, is picked as guard on the second All-New England team.

The ranking of the New England colleges, based upon the percentages of games won, is: Williams, Dartmouth, Tufts, M. I. T., Wesleyan, and Brown. The record of the Williams team is remarkable, they having won thirteen out of the fourteen games played. That Tech was the only college to defeat the Williams men certainly speaks well for the wearers of the Red and Gray. Another noticeable fact is that M. I. T. defeated the Dartmouth team on their own floor at Hanover for the first time in eight years.

Several more of less important changes have been made in the rules governing the game. The most significant of the modifications is in regard to the definition of "dribbling." This is now made to refer to the motion of the ball and not of the player. The dribble is such only as long as the ball is in motion; as soon as the ball comes to rest the player must not dribble again, but must pass the ball or throw for a goal.

"Scrimage" is now to be understood to mean bodily contact. A foul can not be called upon a third player for simply touching the ball in a scrimage; there must be bodily contact, of however slight force or duration.

One very important addition to the rules concerns the definition of running with the ball. A player may now advance one foot without being considered as running with the ball. He must not however, advance the other. The leap or long step common among players last year before dribbling, passing, or throwing for the basket is now absolutly forbidden.

The rule governing the calling of fouls has also been remodelled. Fouls may be called by the referee on any player, although he is expected to confine his attention particularly to the man with the ball. On the other hand, the umpire may foul only the players not in possession of the ball.

SHOW ARTISTS MEET

At the meeting of all prospective artists in the Show office on Thursday a dozen men signified their intention of trying for the ten-dollar prize offered by the Show management for the best poster design for this year's Show. Publicity Manager H. C. Davis spoke to the men and explained the character of the poster desired. He emphasized the fact that the drawing was to illustrate the title of the play and the only two colors with black and white were to be used. The competition closes on Feb. 15 so that all men have sufficient time to draw the poster and do other work at the same time.

COMPARISON OF B. E. WITH FOREIGN SYSTEMS

Interesting Facts And Figures Given By Mr. Neale Last Night

Nineteen miles for a nickel! Last night after the Senior Class dinnner, Mr. J. H. Neale, general auditor of the Boston Elevated, stated in his lecture that his company gives a longer ride for five cents in one direction than any other electric road in the world.

He briefly outlined the growth in transportation facilities from a horse car line between W. Cedar street and Cambridge to the latest development of the elevated system. In 1887, Henry M. Whitney consolidated the several horse car companies then existing. Shortly after he became interested in electric transportation and established the second electric car line in the United State between Allston and Park Square. When this line proved a success, he immediately plunged into what was prophesied as ruinous expense by the installation of a power house at Allston costing two and one-half million dollars. The generators in this plant developed 80 H. P. each. It would require at least four of these to operate one of the elevated trains now in use.

In 1897 the present management of the Elevated took control and commenced the erection of the system as we know it. About this time the Tremont street subway was completed and trains were temporarily allowed to use it prior to the construction of the Washington street tunnel.

The system grew very rapidly—more power houses were erected until now there are nine, valued at eight million dollars. Car barns and equipment have been constantly added and old and antiquated cars and machinery replaced. The latest surface car is the "semi-convertible" type. These seat 52 passengers and cost the company $9,300 each. The elevated trains are now made up of either six or eight "Easy Access" cars and consume 300 H. P. The device now used makes it impossible to run by signals since it sets the automatic air brakes. Mr. Neale said that, if all the cars were lined up in a single track they would extend from Park Square to a point four miles beyond South Framingham or 26 miles in all.

The expenses and invested capital of the Boston Elevated are enormous. The present valuation is sixty-six million dollars and projected improvements will cost forty-four more. Taxes of various kinds cost $4500 a day, coal $3000, acidents $3000, and several other items each amounting to thousands of dollars a day.

The personnel of the employes is also considered of great importance. Applicants are examined both as to education and physical condition and the motormen on the elevated trains receive careful individual and class instruction. Mr. Neale took occasion to relate some of the stories collected by the employes which were extremely amusing and proved that, while the company did not require it, many of its servants were equipped with a keen sense of humor.

He closed his address by short descriptions of foreign systems, illustrating them with lantern views which together with those of the local system comprise a part of Pres. Bancroft's extensive collection.

New York University has inaugurated a series of meetings to be known as faculty assemblies. The first will be in honor of newly appointed professors.

NEW PROFESSOR IN CIVIL ENGINEERING

Harold K. Barrows Appointed To Fill Place of Prof. W. E. Mott

The position of Associate Professor of Hydraulic Engineering made vacant by the resignation of Professor W. E. Mott, has been filled by the appointment of Harold K. Barrows, a graduate of Technology, a former professor of the University of Vermont, and a practicing hydraulic and sanitary engineer.

Mr. Barrows is a native of Massachusetts. Upon graduating in the class of '95 he served at the Institute for a year as assistant in the Civil Engineering Department. The next three years were spent in the office of the City Engineer of Newton, where he held the positions of transitman, masonry inspector and chief of party. The following two years he was designer and computer on the Metropolitan Water Board, Boston, in which capacity he did much of the designing of the Machusett Dam, Weston Aqueduct, and Forest Hill Reservoir and Standpipe.

In 1901 Mr. Barrows accepted the position of Assistant Professor of Civil Engineering in the University of Vermont, where he was in charge of the hydralic courses given at that university.

HAROLD K. BARROWS,
New Professor for Course I.

In 1902 he was appointed Resident Hydrographer and the next year Assistant Engineer of the U. S. Geological Survey, in charge of stream measurements in southeastern New York, New Hampshire and Vermont. The following year he was appointed engineer of the U. S. Geological Survey in charge of hydrographic work in New England and New York which position he still holds.

For the past two or three years Mr. Barrows has carried on the practice of his profession as consulting hydraulic engineer with an office in the Beacon building. His private practice comprises investigations, reports and construction of several water-power projects, water-works and sewage disposal plants.

The best known writings of Mr. Barrows are his contributions on Stream Measurements to the Annual Reports of the U. S. Geological Survey since 1904, his special reports on the Water Resources of the Kennebec River, the Determination of Stream Flow during

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