

CAMP TECHNOLOGY HAS RECORD BREAKING ENROLLMENT; WEATHER CONDITIONS HINDER FIELD SURVEYING WORK

GIVES TECHNOLOGY \$100,000

TECHNOLOGY BRANCH DIVIDEND ANNOUNCED

Ten Percent To Be Paid On All
Cash Purchases—Will Deduct
Two Percent On Charge Ac-
counts

NOVEMBER IS TIME OF PAYMENT

The Harvard Co-operative Society has just announced that the yearly dividends to be paid this year are ten per cent on all cash purchases and eight per cent on all charge accounts. This is higher than that to be paid at the Harvard branch as the latter is to give only nine per cent on the cash articles and eight on charge purchases. This shows that the men of the Institute have bought more at the society's store than the Harvard students. These are the same dividends as were paid last year, so that in spite of high prices the Co-operative society appears to be well off financially, and is able to pay the same dividends as it paid when the cost of living was not so high.

ARMY RECRUITS TO BRING COAST ARTILLERY TO PEACE STRENGTH

To help bring the Coast Artillery Corps to the peace strength provided for in the military regulations, five teams, each consisting of one officer and six men, are to tour the western part of Massachusetts, northern Connecticut and Vermont.

The discharges in the coast artillery corps have reduced the personnel to less than twenty-five per cent. of peace strength, and recruits for this branch of the service are needed immediately.

HAMPERED BY MEASURING UNITS

That the Kaiser would not have dared declare war if the United States and Britannia had been at one with their allies in the matter of weights and measures, is the interesting assertion made by President F. O. Wells of the Greenfield, Mass. Tap, Die, Machine Tool Co., in support of the campaign for world-wide adoption of metric units. He says the Germans counted upon the confusion which did actually occur.

This is borne out by Major Fiorello La Guardia, formerly in command of American fliers on the Italian front, now Congressman from New York. Major La Guardia has issued a statement that the greatest single cause of delay, confusion and expense was the fact that in specifications and orders the Americans and British used the old, complicated weights and measures, while all others used metric units. We were finally forced to the metric system during the war.

America's greatest educators are supporting the move made by the World Trade Club of San Francisco to secure the adoption of metric units of weights and measures by Britannia and the United States. "The adoption of the metric system by the United States would facilitate teaching of mathematics and applied sciences in schools," says President Emeritus Charles W. Eliot of Harvard University. President Nicholas Murray Butler of Columbia has also sent the World Trade Club a telegram of support. Dr. Joseph V. Collins, an eminent educator, declares that the people of the United States lose \$314,000,000 yearly in education because of time wasted in teaching a system so much more complicated and difficult than the metric system.

—BU. W. S. S.—
"Economy is too late at the bottom of the purse."—Seneca. Save first with W. S. S.

Arthur F. Estabrook, Late Member of Institute Corporation, Makes Numerous Large Bequests

TOTAL REACHES \$930,000

The will of Arthur Frederic Estabrook of the banking firm of Estabrook and Company, which was filed last week, provides that his wife, Ida Florence Estabrook, shall enjoy the income of the principal part of his estate during her life, at her death \$930,000 is to be distributed among charitable and other institutions.

Mrs. Estabrook also is given \$50,000 outright, and Theodore Estabrook of West Newton, the only other heir of the deceased, is to receive a legacy of \$25,000, and have the income of a trust fund of \$150,000 created for his benefit. Several other relatives are left sums aggregating over \$200,000.

At the death of Mrs. Estabrook, the Massachusetts Homeopathic Hospital is to be paid \$100,000 and is to have the residue of the estate; the American Unitarian Association, \$100,000; Massachusetts Institute of Technology, \$100,000; Brewster Free Academy of Wolfboro, N. H. \$100,000; Clark University of Worcester, \$100,000; New England Conservatory of Music, \$50,000; Massachusetts Horticultural Society, \$50,000; Arlington Street church, \$50,000; trustees of public reservations, \$25,000; Rufus Putnam Memorial Association Rutland, Mass., \$25,000, and Young Men's Christian Union, \$25,000.

Other bequests ranging from \$10,000 to \$200 were made to a great many public institutions such as hospitals, schools, and homes for the aged.

BABSON '98 WILL GIVE EXECUTIVE TRAINING

Practical School Will Produce Executives to Fill Positions of Responsibility—Experts to Discuss Problems

BUSINESS FINANCE A FEATURE

Roger W. Babson '98 has introduced a novel system of education in connection with Babson's Statistical Organization. There will be started Oct. 1 at Wellesley Hills a new school which will train men exclusively for executive positions in business. The course, which will be eminently practical, is designed for young men who, through inheritance or for other reasons, expect to fill responsible positions demanding trained executive ability of the highest order.

The method of instruction will be as unusual as the conception itself. At the start the student will be taught to work as an executive must work, intensively and efficiently. He will spend eight hours every day working on and solving current problems, absorbing the while the underlying basic principles. Business cycles and fundamental statistics as a basis for forecasting trends will naturally receive attention. Instead of lectures the student will be given references and practical problems taken from everyday business. The class hour will be spent with a practical expert in a discussion of the various solutions much as they would be discussed in an executive meeting.

The work will be divided into four departments or sections as follows: Economics and commodities, business finance and care of property, management of men and personal relation and efficiency.

To develop a competent executive in

Student Council and Activities Committees Elected— Plans For Show and Dance Are Being Worked Out

PROFESSOR LUTHER IN CHARGE OF CAMP

By ARTHUR W. SKILLING '21, THE TECH'S Camp Correspondent

CAMP Technology, the Institute's summer surveying camp on the shores of Gardner's Lake at Technology, Maine, near East Machias, opened its 1919 season last Wednesday with ninety-six students in attendance, the largest number in the history of the camp.

The main party of campers left Boston on the night of Monday, August 4, arriving in camp shortly before noon of the following day. Augmented in numbers by some who had preceded the regular party either by boat, earlier train, or automobile, these men began work Wednesday.

A heavy fog kept everyone inside the morning of the first day, but when the sun came out in the afternoon, the first surveying party was sent out. More inside work resulted on Thursday when a heavy drenching rain made field work impossible.

It rained hard all day Thursday and was followed on Friday morning by a heavy fog, inside classroom work again being forced upon the camp.

Old Sol came out in all his glory in the afternoon, and it was a welcome sight to Camp Technology. Many of the men had never been to any camp before and the first few days of bad weather had a very dampening effect on the new campers' spirits.

But Jupe Pluv had not got in his parting shot it appeared, for he made a return trip about three in the afternoon in the form of a heavy but brief shower which forced the field parties to seek shelter for half an hour.

Friday night was clear and a beautiful moon silvered the ripples of an almost placid lake. The wealth of stars promised good weather, and the campers were not disappointed, for Saturday was a fine day.

Friday Night Classes Omitted

But though the inclement weather was not at all pleasant, it was not without its good points. At supper Friday night, Professor Robbins received vociferous applause when he announced that due to the excessive amount of inside work that had been forced upon the students during the first few days, the regular class work scheduled for that evening would be omitted.

Ordinarily the camp schedule calls for class work on Tuesday and Friday evenings. The other nights in the week are free. The daily schedule of working hours is from 7:45 till 12 and from 1 till 5. Wednesdays the work ceases at 4 and on Saturdays at 12.

Four More Men Register

Of the camp complement, four men arrived Friday from Camp Eustis, Fortress Monroe, Va., the artillery camp. These were, G. E. Fargo, F. L. Blewer, M. Weisman, and J. L. Vaupel, all of the Class of 1921.

Professor Luther is in Charge

The camp this year is in charge of Professor H. B. Luther of the Civil Engineering Department. Professor Luther succeeds Professor George Russell, who went to Plattsburg this summer as general superintendent of the Junior Plattsburg Camp.

Professor A. G. Robbins, senior professor at camp is in charge of the surveying work in the field. Professor George L. Hosmer has charge of the daily assignments. The railroad work is being looked after by Professor Babcock, while Professor Cullimore is at the head of the work in steam gaging. Professor Howard takes care of the students in mining engineering.

Professor Cullimore is not on the regular instructing staff at Technology. He is a graduate of the Institute, Class of 1907, and teaches at Delaware College. He has attended several summer surveying camps in the past, however, and

was absent last year only because he was serving in the army where he held a Major's commission.

Camp Routine is Well Started
Immediately after arriving in camp Tuesday, the men were assigned to tents, two men to a tent. Blankets and other appurtenances essential to existence in a tent were issued and excuse was granted to everybody from any assignments that afternoon, permitting the men time to establish themselves in what is to be their home for the next seven weeks.

Late Tuesday evening a notice was posted giving the men work for the next day. This called for outdoor work, however, and had to be changed when the weather interfered in the morning. Camp officially opened Wednesday morning with one section studying stream gaging under Professor Cullimore, and another studying railroad work under Professor Babcock, while the miners worked with Professor Howard.

Locality Furnishes Diversion

Routine work continued the rest of the week, but with Saturday noon a general exodus took place. A large crowd of fellows went over to East Machias to spend the afternoon, while several different groups hit out on their own account, a few of whom took blankets and food with them, intending to stay over Saturday night in the woods. This is a favorite pastime with the campers, and it is only the real campers who do this, fellows to whom board floors and a comfortable cot are not significant of enough "roughing it" to be called real camping.

Plans are under way for the formation of a baseball league to contest the C. W. Beam cup, a trophy given in 1914 by C. W. Beam '07, an Institute graduate, and which bears the names of the members of the championship camp team of each year.

(Continued on page 2)

INSTRUCTORS APPOINTED

Corporation Approves Changes In Teaching Staff

At Technology preparations for the coming year of large attendance are being made in an enlargement of the instructing staff. At its last meeting the Corporation approved the following appointments:

Dr. Vannevar Bush, B.S., M.S., Eng.D. Associate Professor of Electrical Engineering.

Harold U. Faulkner, B.A., M.A., Ph.D., and France Vinton Sholes, instructors in History.

Tenny Lombard Davis, Ph.D., instructor in Organic Chemistry.

Arthur Leo Hamilton, S.B., instructor in Mechanical Engineering.

(Continued on page 3)

FORTY-SEVENTH VESSEL MARKS HOG ISLAND'S FIRST BIRTHDAY

On August 5, 1918, there was presented a spectacle at the Hog Island Shipyard, which was never before witnessed in any shipyard in the world. It was the occasion of the launching of Hog Island's first ship; a time when the American troops in France aided by their noble Allies were battering the German army into submission.

Much had been written and said about the speed with which the American International Shipbuilding Corporation was constructing the world's largest shipyard, and the speed with which the steel etc. that go to make up the vessels that were destined to play an important part, not only in the commerce of the world, but that of Philadelphia; but the occasion of the launching of the first ship at Hog Island far surpassed all the stories of the almost superhuman task that had been accomplished in the construction of the yard, during the Winter of 1917-18.

With the signing of the armistice the public naturally lost interest in the work being accomplished by the United States Shipping Board, but the Hog Island shipyard was launching ships at an average of one every four days, until May 20, when five of the huge cargo carriers were launched in forty-eight minutes and ten seconds.

However, when August 5, 1919, rolled around, and Hog Island celebrated its first anniversary of ship launching, by launching its forty-seventh ship, it needed but a short search to discover that

during its first year the yard had established a new world's record for ship production—367,775 deadweight tons launched in one year, of which thirty-six ships of a deadweight tonnage of 251,700 tons are now on the high seas carrying American products to all quarters of the globe, and had it not been for the heavy rains during the month of July the record would have been fifty ships, or a total of 391,250 deadweight tons.

Since the Quistoneck sailed from Norfolk, Va., on January 2, 1919, with a large cargo of coal, the Hog Island ships have covered 225,000 nautical miles and carried over 400,000 tons of cargo to practically every port of importance in the world. The vessels have functioned perfectly on their voyages, and have firmly established the fabricated ship in the eyes of the American people and the peoples of the foreign countries.

Fourteen of the thirty-six ships delivered loaded their initial cargoes at piers in Philadelphia, and approximately 50 per cent. of the ships now at the outfitting piers and on the ways will be assigned to companies operating from the port of Philadelphia.

Fuel oil, which has proven to be more efficient and economical than coal, is used to operate the vessels. It requires less carrying capacity, and greater mileage is secured from a pound of oil than a pound of coal, and as the fuel is car-

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