

LAST WORDS OF PRESIDENT GIVEN ALUMNI AT DINNER

Cold Which He Contracted in New York While Making Arrangements for This Jubilee Banquet Led to Tragic End

PROFESSOR SEDGWICK READ ADDRESS

The last official statement of Dr. Richard C. Maclaurin was issued on the occasion of the jubilee banquet, the climax to the successful campaign to raise four million dollars and thus meet the terms of the then unknown "Mr. Smith." After months of feverish work on the part of the Alumni and friends of the Institute, guided and inspired by unremitting toil on the part of Dr. Maclaurin himself, the coveted goal was attained, and an Alumni banquet in celebration of victory was arranged for Saturday evening, January 10. A record attendance had been predicted and the result justified the prophecy. But the man who had, largely by his individual efforts, guided and directed the campaign, was unable to be present at the occasion that marked the crowning glory of his career. Dr. Maclaurin was confined to his bed with an illness that was not then supposed to be serious, and his address was read by Professor Sedgwick. The text of the speech follows:

Address of President Maclaurin at Alumni Banquet, Boston, January 10, 1920.

This is an occasion for general congratulations to the great host of Technology men throughout the country and to the even greater army of Technology's friends outside the circle of the Alumni. The campaign for endowment has gone forward according to schedule and within the time limit set we are over the top and have secured the eight million dollars that we set out to seek. Most of the leading colleges in the country have embarked on similar campaigns. We, I believe, are the first to have won complete victory and I hope that our success will encourage and strengthen all the others. Many men and many minds have contributed to this great accomplishment, notably, of course, the members of the committees of the corporation and of the Alumni. A very special need of praise is due to Mr. Emerson and his able and enthusiastic assistants. We must not forget, too, how much is due to work done quietly and effectively all through the country by loyal sons of Technology, men who have put business and pleasure aside and worked wholeheartedly for their Alma Mater.

Pays Tribute To Three Men

Where so many have contributed to a great result it might be invidious to single out a few names, and yet with your permission I am going to say a few words with reference to the special contributions that have been made by three of the Institute's supporters. These three men are in some ways strikingly different in temperament, in training, and in experience, but they have at least one great quality in common—a largeness of vision, a belief in doing things thoroughly, and a determination to carry things forward always on a broad gauge. Their attitude towards Technology should encourage all its friends to have the highest view of its character and destiny and to make it one of the greatest factors in the nation's welfare.

Du Pont Lays The Foundation

The first of these is the President of the Alumni Association, Coleman du Pont. I hope that Technology men will never forget how large a part he has played (always with characteristic modesty) in the development of the Institute. When I first came to Technology and had had time to take observations I found that the Institute was in the doldrums. It wanted to move but couldn't get a move on. It was clear that some one was needed to give a real push and so, after consultation with my colleagues, I went to describe the situation to Coleman du Pont. That was nine years ago, but I remember the incidents of my visit as if it had happened yesterday. I arrived in Wilmington early in the morning and although du Pont was at that time a very sick man he was up to greet me and greeted me cheerfully. We got to business immediately and it was all settled in ten minutes. I described the broad features of our condition and said that we must move to a new site. He asked what sites were under consideration and wanted a brief description of each. The first one I mentioned was twenty-five acres in area. He said "Can't you double it?" and I said "Not this particular site." "Well," he said, "I don't like the look of twenty-five acres. It seems to me too small. Almost invariably when a man comes to me to approve plans of a new factory (Mr. du Pont was then President of the Powder company) I tell him to double the size of everything and almost invariably

I wish afterward that I had used a larger factor of safety. Technology will occupy a great position in the future and must have room to grow. I don't feel much attracted by twenty-five acres, but I should be interested in fifty." I agreed with his policy, but told him, of course, that the main obstacle was cost. "What would fifty acres cost?" he asked. I told him "Three-quarters of a million" and he said that he would contribute half a million. That was the egg from which so much has grown within the last nine years.

"Mr. Smith" Was Another Factor

The second man is "Smith". It is not likely that I shall forget the main incidents of my first visit to him now nearly eight years ago. Early in 1912 the Institute had secured options on its present magnificent site of fifty acres, bordering on the Charles River Basin in the heart of Greater Boston. At this time I visited the principal of Mr. "Smith's" plants. Mr. "Smith" himself was away but I met a number of leading men in his business and spent a day in looking over the plant. I was greatly impressed with the evidences on all hands of interest in scientific methods, by the number and high quality of the scientific men who were employed not only as technical experts but as executives, and by the careful plans that were made for utilizing scientific improvements at every stage of the Company's growth. This evidence of high intelligence everywhere and of appreciation in an unusual degree of the value of scientific men suggested to me that Mr. "Smith" himself might be interested in Technology. Consequently, on his return I wrote to him telling him something of our problems and indicating that I would welcome an opportunity of explaining them more fully at a personal conference. He replied suggesting that a date for our meeting and we dined and spent an evening together in New York going over the whole matter carefully and making the best estimates that were possible at that early stage as to the probable cost of the various portions of our undertaking. At this meeting, as at many another since, I could not fail to be impressed with Mr. "Smith's" capacity to go to the heart of a problem quickly and see immediately what the main points are and to keep those points in later discussion. He was interested in Technology's problem, but made it clear that his continued interest would depend on its problems being attacked in a bold way and in a liberal spirit. He, like Mr. du Pont, believed that Technology had only to embrace its destiny to rise to a position of transcendent usefulness and his only anxiety has been lest at any time narrower views should prevail. He has, as you know, been extraordinarily liberal towards the Institute, always ready to help it in any important forward movement. He likes things done well, but does not think they are well done unless they are done economically. On the occasion of the dedication of our buildings in 1916 he said: "I heartily congratulate the Corporation and you not only upon the broad-mindedness but upon the conservatism and economy with which the building plans have been carried out. Naturally, I feel great satisfaction in being instrumental in helping you to carry out such far-seeing plans for the development of the Institute, as I feel very strongly that the progress of this country is to be affected greatly by the men who are turned out of Technology."

(Continued on page 4)

Out Soon

T. E. N.

Watch Main Lobby

CORDAGE and TWINE



Trade Mark

Samson Cordage Works

BOSTON, MASS.

HEWINS & HOLLIS

MEN'S FURNISHING GOODS

4 HAMILTON PLACE BOSTON

Opposite Park Street Church

Everything For The Automobile

John & Arthur

The House of Quality and Service!

Est. 1911 167 Mass. Ave., Boston, Mass. 6363

DRIVE PULLEY 68 R.P.M.

OUTLINE OF MAIN DRIVE

BROOKLYN ELEVATOR & MILLING CO. Brooklyn, N. Y.

14' 0"

20' 4" C to C

DRIVEN PULLEY 150

H.P. Required 150

Belt Speed 2990 F.P.M.

R.P.M. Drive Pulley 68

Diam. Drive Pulley 14' 0"

Diam. Driven Pulley 4' 8"

Specified GOODYEAR BELT 30" 6 PLY

BLUE STREAK CONSTRUCTION

Belting Costs—and the G. T. M.

A study of plant efficiency makes clear the fact that a belt is really a machine part. Not only does the quality of the belting used determine the effectiveness of the drive, but the nature of the belt may have a very important action on the driving and driven machinery. A belt that has to be kept tight, for example, is liable to cause overheating of the engine bearings.

The economies a good belt can effect extend throughout the plant operation, and the first step in securing them is to make sure that the belt installed is specified scientifically to the duty required of it.

The Brooklyn Elevator & Milling Company improved its main drive and reduced its belting costs by installing a belt recommended on the basis of an expert analysis by the G. T. M.—Goodyear Technical Man.

An idler has been retired, and \$667.54 saved.

A 30-inch, 6-ply Goodyear Blue Streak that cost \$229.60 less in the first place than the belt they had been using has given economical service for 27 months now on a drive that wore out ordinary belts in about 18 months. So, besides the initial saving, the Company credits the Goodyear Blue Streak with an operating saving of at least \$437.94. Moreover, the Goodyear Blue Streak has caused no trouble and needed no repairs, as against plenty of both on its short-lived predecessor.

The relation of belting to factory efficiency is treated in detail in the Goodyear Mechanical Goods Encyclopedia. Students and teachers of engineering are invited to write for a copy to the Mechanical Goods Department, The Goodyear Tire & Rubber Company, Akron, Ohio.

BELTING • PACKING

GOODYEAR

HOSE • VALVES