

HOG ISLAND SHIPYARD WAS READY FOR USE WITHIN FIVE MONTHS OF PURCHASE

Converted from Barren Waste by the American International Corporation into the Biggest and Finest Shipbuilding Plant in America—Vessels Sail all Seas

In September of 1917 Hog Island had no other advantages for a shipyard than a frontage of about two miles on a deep channel. By December of 1918 it had fifty shipways, which was over eight times the number that any American shipyard had in 1917.

On September 13, 1917, the United States Shipping Board, Emergency Fleet Corporation awarded a contract to the American International Corporation, of which Charles A. Stone '88, is the president, to construct a shipyard with fifty ways (at that time the largest shipyard in the United States had but six ways, and to build fifty 7825-deadweight ton steel cargo carriers. On October 29th an additional order was given for seventy 8,000-ton cargo and troop ships. On May 30, 1918, the construction of sixty more 7825-ton ships was ordered—a total of 180 ships.

Hog Island Was a Barren Waste

When the first contract was signed on September 13, 1917, Hog Island was a barren waste, largely covered with underbrush and practically inaccessible from the land end, but the far seeing engineers who had negotiated the purchase of the land and then carried on the negotiations with the Government, looking forward to the United States overcoming the German submarine menace, had picked Hog Island because it extended for more than two miles along the Delaware river with a thirty-five foot channel.

Simultaneously with the signing of the contract the work of surveying the land; ordering the material needed for the various buildings, ways, upiers, etc., the recruiting of labor and laying out of the blue prints for the ships was started. Employees of Stone & Webster were rushed to Hog Island from all corners of the United States; the best shipbuilders obtainable were secured, and in less than a month Hog Island was rapidly being transformed into the world's largest shipyard.

February 12, 1918, the first keel was laid and on August 5th of the same year the first ship, the Quistconck, was launched. Mrs. Woodrow Wilson was the sponsor and the vessel took her initial dip in the presence of President Wilson, prominent officials of the Army and Navy and the Shipping Board, and fully one hundred thousand spectators who came to witness Hog Island's first shot at the Germans.

Establish World Record

On December 27th all of the fifty shipways had been completed with a vessel under construction on each, and on May 30, 1919, a new world's record for ship launchings was established when five ships went over in forty-eight minutes and ten seconds.

Hog Island covers an area of 927 acres and has fifty shipways and seven 1,000-ft. long piers, each one hundred feet wide. March 1, 1920, 55,729,173 rivets had been driven; 314,392 tons of steel erected, and one ship launched every 4 1-4 working days, or 34 working hours, and one ship delivered every 4 1-3 working days, or 35 working hours.

Lay Eighty-Two Miles of Track

In order to build Hog Island Shipyard it was necessary to lay eighty-two miles of railroad tracks, drive 151,000 piles, and use 150,000,000 feet of lumber. Twenty-nine miles of water piping and 26 miles of sewers and drains have been placed; together with 3,675 miles of electric and telephone wire, sufficient to more than reach across the country.

One million three hundred thousand gallons of water are filtered and chlorinated daily and the compressed air plant has a capacity of 74,000 cubic feet every twenty-four hours.

The number of concerns that furnished supplies to construct the yard and ships numbered 3,500.

T. E. N. ON SALE

(Continued from page 1)

in Mail Service," "Making the Square Hole Commercial," and various other notes of engineering interest made up the issue.

An article on "Qualities for Leadership," by Matthew C. Brush '01 and the report on a speech made recently by Dr. Steinmetz were also included in the number.

Of the first issue 375 copies were sent out to alumni of Technology soliciting subscription. From this effort 150 positive replies were received. This time a similar opportunity to subscribe will be offered 1,000 alumni.

FACULTY CLUB DINES

Current Affairs of Institute Will Be Discussed

The problem of expansion and the admission of students to the Institute will be two of the important topics considered by the Faculty Club at their dinner and smoker tomorrow night in the faculty dining room of Walker Memorial at 6.00 o'clock. Discussions of current affairs and short talks by members of the Corporation and the faculty are to occupy the remaining part of the meeting.

The first subject to be taken up will be "Problems of Expansion and Admission of Students," to be given by Professors Pearson and Jackson. Professor Wilson is to follow with a talk on "Problems of Science and Research." The Corporation viewpoint will be given by Mr. Morss and Mr. Hart, who are to speak on "The General Situation from the Standpoint of the Corporation." General discussion will follow the talks and the members of the club are to have the opportunity of hearing Matthew C. Brush '01 speak on the Hog Island Shipyard, provided the general discussion does not take up too much time.

SERVICE MEN WERE EMPLOYED

Fifteen thousand four hundred and twenty-one members of Uncle Sam's army, navy and marine corps during the World War, have been employed at the Hog Island Shipyard during the fourteen months following the signing of the armistice, nearly ten per cent of the men having suffered serious wounds in the battle against the Germans.

The American International Shipbuilding Corporation was the first large industrial plant in the United States to negotiate with army and navy authorities in the matter of placing men, who had suffered severe wounds in the war, in positions where they could earn sufficient money to support themselves. A representative was sent to Washington by President M. C. Brush a month prior to the signing of the armistice, and negotiations were opened with the Government military authorities. On November 18, 1918, thirteen men were given a thirty day leave of absence from the Walter Reed hospital in Washington and came to Hog Island where they secured positions as signalmen, material checkers, chauffeurs, etc. Each of the thirteen heroes had lost either an arm or leg fighting for their country, and two had received decorations from the United States and French Governments.

Ex-Service Men Given Preference

Hardly had the announcement been made that ex-service men were being given the preference in the jobs open at Hog Island than the employment department was obliged to establish a returned service men's section.

William E. Leslie, a Massachusetts boy, one of the original thirteen, was placed in charge of the section and with his long training in France was able to handle the ex-dough boys, gobs, and Devil Dogs in excellent fashion, placing them in positions for which, after a careful examination, they were found best fitted.

Leslie's work under the direction of the Industrial Relations manager speaks for itself as is shown by the following table, compiled from November 18, to January 31, 1920.

positions at Hog Island	15,421
Discharged from the Army	11,948
Discharged from the Navy	3,473
Men who saw overseas service	9,388
Men who received wounds while in the service	1,520

Twenty Men Won Decorations

There are at present more than twenty men employed by the American International Shipbuilding Corporation who have won decorations in the World War. No less than four shipbuilders possess the coveted American Distinguished Service Medal for unusual gallantry in action and the others have the French Croix de Guerre, Belgian, and Italian distinctions.

The attitude of the management of the Hog Island Shipyard toward our

REVISED AND LARGER BIBLE WILL BE ISSUED NEXT FALL

New Handbook Will Contain Maps And Many Cuts

Those in charge of the Tech Bible for next fall have already gotten the work well under way. A larger, revised handbook is planned.

There will be a general revision of material. The Institute Committee has been asked to revise the table containing the point system. The Constitution of the Undergraduate Association will be eliminated. Clubs and activities have been asked to submit writeups of their organizations. It is also planned to run cuts and maps.

The book will be somewhat thicker than previous issues by some pages. There is also some discussion among those in charge as to the advisability of a colored cover. It is estimated that 2000 copies will be printed for distribution.

Immediately following the March vacation a competition will be opened for the positions as assistant business managers.

The board in charge of the book is as follows: L. S. Vadner '22, editor; T. H. Gill '22, business manager; A. I. Bradley, '22, assistant editor.

FORMER CHAUNCY HALL MEN GET TOGETHER AT CITY CLUB

The Chauncy Hall Club held a banquet and re-organization meeting last Wednesday night at the Boston City Club. Over ninety men attended and after a discussion of plans for putting the club back on a pre-war basis, the men were entertained with a vaudeville performance put on by students of the Chauncy Hall School. The speakers of the evening were Principal Kurt, two other professors, and E. S. Burdell '21, who gave a talk on activities at the Institute.

HEALTH INSURANCE PROVES OF VALUE AT TECHNOLOGY

Health insurance is a pronounced success at Technology, according to the report recently submitted by Dr. J. A. Rockwell, medical director at the Institute. Dr. Rockwell's report covers the period from October 6, 1919 to February 12, 1920. During this time 1069 students were treated for accidents and various minor ailments.

Each student at the Institute is required to pay \$1.00 yearly for health insurance, the amount being deducted from the student tax. The number of men treated monthly has increased rapidly during the time in which the plan has been in operation. During the year of 1912-13 only 275 patients were handled at the doctor's office. This number is only slightly larger than that aided in a single month at present.

Dr. Rockwell's report, which does not include those men who have been referred to oculists, dentists and other specialists, follows:

Period	Total No.	Average per day
Oct. 6-31	246	13
Nov. 3-28	233	14
Dec. 1-25	206	13
Jan. 5-30	233	13
Feb. 2-12	146	16
	1069	13

MEETING SET FOR MARCH 15

The next meeting of the Advisory Council on Athletics will be held at the Engineers Club on March 15, instead of on March 10 as originally planned. The reason for postponing the meeting is that the lecture of Mathew C. Brush '01 conflicts with the original date.

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ANHEUSER-BUSCH, ST. LOUIS

It must be
Ice Cold

1920 HEARS EDITOR WILLIAMS

(Continued from Page 1)

that it was a crime for a man to go through college without taking an interest in politics. He urged Technology men to align themselves with one party, and not look down on politics.