

## TECHNOLOGY MEN IN PARIS HOLD DINNER

First of Series to be Given in  
University Club of Paris—  
Seventeen Institute Men At-  
tend

### BIG FRATERNAL FACTOR

On Saturday night, December 1, the first of the series of monthly Tech Dinners was given, at the American University Union in Europe. Seventeen Institute men and their friends were present, and thanks to Mr. C. H. Mower '88, the chairman, it was a very enjoyable occasion. After the dinner, Major Brigham '08, of Harvard, now in the Engineers Corps, gave a very interesting and instructive talk on light railways and their use in the present war, illustrated by lantern slides. The talks are open to anyone interested and many men staying at the Union attended. Definite plans for the next dinner, which is to be held the first Saturday in January, are not yet completed, but will be announced soon.

Those present at the last dinner were:—Mr. C. H. Mower '88, chairman; Mr. V. R. Lansing '98; Major J. C. Riley '98; Mr. Paul de B. Laignton '95; Mr. H. A. Higbie '10; Dr. Paul Van Dyke, Princeton '81; Professor G. A. Nettleton, Yale '96; Major Stowell Gill '97; Major Brigham, Harvard '08; Lieutenant M. R. Scharf '09. Mr. F. N. Breed '12; Mr. J. C. Johnson, Carnegie Tech '15; Mr. H. P. Tray '16; Mr. L. B. Cahill '19; Lieutenant F. G. Puriton '15; Mr. G. W. Root '19; and Mr. R. M. Allen '16.

(Continued on page 2)

## MEN FOR NAVAL OFFICERS

Technology Man Reports for  
U. S. Shipping Board

The importance of the men being trained in the school for naval officers which has been established at the Institute, was once more brought into prominence in a statement issued by Henry Howard '97, director of recruiting for the United States shipping board, with offices in the custom house. The statement declared that since last June the board had obtained at least three thousand officers to whom licenses had been given by the steam boat inspection service, which passes upon all candidates.

The number of officers, he said, had kept pace with the increase in the merchant marine. Still more men who wished to take courses in navigation were needed to man the new ships being built by the Government. All must be American citizens.

He said the shipping board training schools were continuing their work full blast and that the classes of each are well filled. The schools are at the following places: Rockland and Portland, Me., Cambridge, New York, Philadelphia, Baltimore, Newport News, Norfolk, Jacksonville, Mobile, New Orleans, Galveston, San Diego, Los Angeles, San Francisco, Portland, Ore., and Tacoma and Bellingham, Wash.

Engineering schools, in addition to that at the Massachusetts Institute of Technology, are being conducted at Stevens Institute, Hoboken, N. J.; Johns Hopkins University, Baltimore; Case School of Applied Science, Cleveland; Washington University, Seattle, and Tulane University, New Orleans.

The statement continues in part: "There seems to be apprehension in the public mind that the shipping board is taking no measures to provide crews for our new merchant marine. As recently as December 11, a New York newspaper printed a full page advertisement asking if any steps were being taken in that direction.

"This apprehension seems to rest on a want of information of what the shipping board has actually done, and is

(Continued on page 3)

### MUSICAL CLUB TRIP CANCELLED

The management of the Combined Musical Clubs has given definite announcement of its decision in regard to the contemplated mid-year trip. During the past few months plans have been arranged by Manager Dalton for the annual concert tour. At the beginning of the year it was thought best to go on with the whole work as in normal times, and the organization has been run this season on that basis. Several dates were tentatively set for the trip, which would have included a southern tour. The proposition was discussed by the clubs at a meeting before the holidays. The executive committee on considering the whole question decided that it was not best to try to take mid-year trip this year.

The conditions arising from the national crisis at hand have been unfavorable to a trip from the start. The increased expense of travel alone, due to the taxes on railroad and steamship rates, are enough to endanger the financial success of the plan. The management feels that, under the circumstances, there would be too great a risk of lack of support by the public. This feeling has been caused by the opinion of the alumni in the various places to be visited by the clubs. In the past the success of the trips has depended in a measure on the backing of the graduates, which this year has not been as strong as usual. The interest among the men on the clubs has not been enthusiastic enough to warrant taking the trip. Work at this time is the foremost consideration, especially in view of the new intensive training to be instituted next term.

Accordingly, considering all the conditions, the management of the clubs decided to call off the plans made and all the dates for the trip have been cancelled. The organization will continue to carry out the attractive schedule of local concerts arranged by the manager, and a most successful season is assured.

### LETTERS FROM THE FRONT

The following letters have been received by The Tech from C. W. Loomis '16 relating his experiences since his arrival in France with the Railroad Engineers, with which organization he is now serving at the front:

August 23, 1917.

A large meal, consisting of about two ounces of "bully beef" one hardtack, and a cup of tea, has left me in that condition said to be the best suited for mental exercise, in other words, my stomach is still comparatively empty and I'm not apt to be overcome by the sleepy feeling that so often follows a heavy meal.

Once more we have changed camps. This time we rode several hours in box cars, thirty-two men, or eight horses, to a car. Fortunately we had no horses. It sounds a good deal worse than it really was, for although the cars were none too clean, there was really more room than in the third class compartments we had in England. The men, at least, were more comfortable. Personally, I was rather worse off for coming across England. Dick, myself, and two other sergeants managed to get a compartment to ourselves, while the privates had eight men in the same space.

We got our cots when we reached our present camp,—no more sleeping on boards for a few days at least. The first night they were not much use to us, as it was too cold to get very much sleep, but yesterday we were issued another blanket and "pounded our ear" in better style than we have since we left the ——. We are well housed in small huts, built for us, plenty of room, and very comfortably fixed. Some of the boys are in tents, but they have cots and the tents themselves are new, so they have little of which to complain.

This letter will probably sound rather disconnected. It is written in the midst of a conversation going on in the hut, and has just been interrupted by a delegation appearing to complain to the 1st sergeant that the company cooks are trimming us on the food question. All things considered, the atmosphere is hardly conducive to good letter writing and added to my trouble is the fact that I can tell you but little of our

(Continued from page 3)

### A. I. E. E. TO HOLD MEETING

"War Effects on Electric Service" is Subject of Paper

The next meeting of the Boston Section of the American Institute of Electrical Engineers will be addressed by Mr. W. B. Jackson on the subject of "Effects of War Conditions on Cost and Quality of Electric Service." Mr. Jackson has made an intensive study of the present war conditions and is the author of several important works on the subject. This question is of vital importance, especially because of the shortage of supplies in this country, and its discussion has been decided upon by the society as the most interesting present day topic. The meeting will be held in Smith Hall, room 10-250, Tuesday evening, January 8, at 7.45 o'clock.

At the last meeting of the directors of the A. I. E. E. it was voted to hold regular meetings outside of New York City, in consideration of the members of the society who could not attend the gatherings in that city. In reference to the paper to be read by Mr. Jackson, it has been decided to hold three separate meetings, one each in Boston, New York, and Chicago. The paper will be delivered in each case by the author, the Boston reading being the first. This plan of operation will be followed out with all future meetings, provided each of the three cities makes a good showing. The Boston Section asks the co-operation of the Technology student branch to make this meeting a successful one and to help continue the system originated by the directors of the society.

## CALL FOR TRAINED MEN

Opportunity For Service in  
Ordnance Dept. of Navy

In a few of the technical branches of the Navy the necessary increases of skilled personnel have been obtained from civil life. In the case of ordnance this procedure cannot apply, as experience with its material aloft is the main essential to efficiency in its routine matters, as well as in the imitating of new designs. None but a seaman, apparently, can appreciate the force and power of the wind and sea, as well as general shipboard conditions, a failure to understand which causes much otherwise well directed endeavor to be fruitless. The lack of sufficient trained sea officers to handle the war work of the bureau is the most serious problem at present confronting it. At this time the need is especially felt for a design officer.

The line officers given post-graduate courses in ordnance, in order to fit them for ordnance work in emergencies like the present, are required at sea, with the result that the bureau has not been able to secure their services, and is thus without one of its most valuable assets, and one that had been provided for in its peace organization and work. Officers of the Reserve, the Naval Militia, and the Naval Volunteer Corps have been secured, but as yet in insufficient number. The shortage is felt at the bureau, the proving ground, the Naval Gun Factory, and the torpedo station, and will, unless corrected, be productive of unsatisfactory service in the fleet.

A special class for the instruction of gunner's mates assigned to torpedo work has been established ashore at Newport, because the cruiser Montana, upon which the classes were formerly held, was needed for other service. The number of men assigned to the seaman gunners class has been increased.

The above article taken from the report of the Bureau of Ordnance shows again the call for trained men.

### ENGAGEMENT OF 1917 ALUMNUS

Of interest to Technology men is the announcement by Mr. and Mrs. Elmer E. Sherman of Boston, of the engagement of their daughter, Elizabeth Steele, to Lieutenant Walter Lyman Medding of Malden. Miss Sherman, a sister of Mrs. W. Dudley Cotton, graduated from Radcliffe in 1916. Lieutenant Medding graduated from Technology in 1917, later taking examinations at West Point to qualify for a commission, and at present is stationed at Fort Lee, Virginia.

## HIGHWAY ENGINEERS CALL FOR MORE MEN TO COMPLETE QUOTA

Great Task of Keeping Roads on Battlefront in  
Condition For Transportation Necessitates  
Largest Regiment in Army

### NUCLEUS TRAINING AT CAMP MEADE

A GIGANTIC task awaits the 23rd Regiment of United States Engineers in France this spring, according to the opinions expressed recently by prominent army officers. Twelve hundred miles of highways immediately behind the firing lines in France must be operated by that organization, together with the assistance of German prisoners. The unusual size of the undertaking necessitates a large force of experts and unskilled laborers in the ranks of the regiment, and it is to meet this great demand for experts that the commanding officers have appealed to all graduates of technical schools or to anyone who has had some experience in road building.

### NEW REGISTRATIONS IN WASHINGTON

Lieutenant Paul H. Taylor '14 course II; Sergeant Major Donald des Granges '14 course IV; Lieutenant Forrest G. Puriton '15 course II; Ensign Henry L. Leeb '15 course VI; Ernest S. Tappan '91, Major Joseph C. Riley, '98 course II; Corporal E. W. Van C. Lucas, Jr., '16 course I; Lieutenant Burton A. Adams '98 course II; Lieutenant Leland S. Becker '13 course IV; Chester L. Kingsbury '18 course XV; Sidney T. Phelan '19, Lewis E. Moore '02 course I; Lieutenant Frederick P. Karns '14 course II; Donald E. Woodbridge '16 course VI; Captain Charles G. Mixer '02, Harold R. Crowell '16 course IV; George A. Beach '14, Lieutenant Stanley C. Dunning '17 course XV; Lieutenant Irving E. Thornton '17.

## PLATINUM OBTAINED

Frank Draper '95 Imports  
\$2,000,000 Worth

The achievement of Frank Draper '95, who has just returned from Russia with \$2,000,000 worth of platinum, is a fair example of the extraordinary feats that Technology men are performing in the present crisis.

Mr. Draper has been acting for the past five and one-half years as a consulting engineer at mines in the Ural mountains, and has been making his headquarters at Ekaterinburg. On his return, he brought with him platinum to the value of \$2,000,000 for the United States Government, 21,000 ounces in all, and delivered it safely to the Government at New York City.

One of the biggest express companies in the world had refused to handle this shipment, but Mr. Draper brought it through without a mishap. His entire trip, which consumed two and a half months, was without incident. His itinerary was from Petrograd to Vladivostok, thence to Japan and to San Francisco and across the United States to New York.

Mr. Draper declares that when he left Russia, the Kerensky rule was tottering. The Russian army at the present time, he says, is a mob and the reason why Kerensky lost his grip was because he was placed in power as a conservative, thus losing the radical support.

"The Bolshheviki, as the translation of the name means, are men who want everything in sight," he declared. "We call them extremists. I don't think their government will last. I am firmly convinced that a czar will again rule Russia, and I believe it very probably will be the Grand Duke Michael who has very advanced ideas and is friendly to England. The revolution was started from bread riots, but I don't think that those who engineered these riots had the slightest idea that it would spread to such an extent."

The Twenty-third regiment eventually will have a strength of ten thousand five hundred men—more than an ordinary brigade—and probably will be the largest in the army. This regiment is expected to be able to maintain all of the roads travelled by the first five hundred thousand Americans in France. For every additional half million men sent overseas there will be an additional engineer regiment of ten thousand. This program indicates that about forty thousand road builders will be needed in France by the time America has sent two million men to Europe. These men will not do all of the road building, for in time of stress German prisoners will be compelled to bend over picks and shovels.

At present the nucleus of the regiment, between three and four thousand men, is receiving intensive military training at Camp Meade, Md. These men need no instruction with regard to building roads, for they include some of the best engineers in the country. Graduates of fifty-two colleges are enlisted in the regiment as privates. Some of the men who had been in the business for eighteen years closed their desks and entered the ranks. About six thousand of the regiment will be unskilled laborers, selected from the various National Army cantonments.

An idea of what the road experts will be called upon to do may be gained from the allied operations when the Germans made their big drive upon Verdun. Approximately one million men were moved to the front by the Allies after the drive began. All of these men were moved in motor trucks over one road fifty miles in length.

In nine days nine hundred thousand men, to say nothing of the hundreds of thousands of tons of food and munitions, were moved over this one stretch of highway. Seventy-five thousand men worked constantly day and night to keep the surface of the road in condition. Frequently bursting shells tore great holes in the highway, but the

(Continued on page 4)

### CATHOLIC CLUB.

The January meeting of the Catholic Club will be held on Wednesday, January 3, at 6.00 o'clock in the Walker Memorial. It is planned to have Mr. Edward Riley of the Massachusetts Civil Service Commission address the members Mr. Riley will speak on the work of Cardinal Newman.

At this meeting matters of importance will be taken up. Plans for a series of informal dances during the next term will be outlined and the officers of the club wish that as many of the members as possible will be present. A buffet supper will be served before the meeting.

The list of members which will be published in Technique 1919 will be closed at the next meeting and the club urges all who have not paid their dues for the ensuing year to come to the meeting and do so.

# HAS YOUR SUBSCRIPTION EXPIRED?

# The Tech

Established 1881

Entered as second-class matter, September 16, 1911, at the Postoffice at Boston, Mass., under the act of Congress of March 3, 1879.

Published twice a week during the college year by students of the Massachusetts Institute of Technology.

## MANAGING BOARD

Paul C. Leonard '17.....Chairman of the Board  
A. J. Giuranovich, Jr., '18.....Editor-in-Chief  
W. Raymond McKenney '19.....Managing Editor  
Lawrence Winant '20.....Advertising Manager  
Arthur E. Farrington '19.....Circulation Manager  
John W. Meader '19.....Treasurer

Subscription \$1.50 for 53 issues, in advance. Single copies 3 cents.  
Subscriptions within the Boston Postal District or outside the United States must be accompanied by postage at the rate of one cent a copy. Issues mailed to all other points without extra charge.

News Offices, Charles River Road, Cambridge, Mass.; 152 Purchase Street, Boston, Mass. News Phones, Cambridge 2600, Main 3810. Business Offices, Charles River Road. Business Phone, Cambridge 2600.

Although communications may be published unsigned if so requested, the name of the writer must in every case be submitted to the editor. The Tech assumes no responsibility, however, for the facts as stated nor for the opinions expressed.

The Editor-in-Chief is always responsible for the opinions expressed in the editorial columns, and the Managing Editor for the matter which appears in the news columns.

## IN CHARGE THIS ISSUE

K. Roman '20.....Assistant Night Editor

WEDNESDAY, JANUARY 2, 1918

## THE WAR-TIME TECH

WITH the declaration of war the undergraduate board of The Tech saw an opportunity for extended usefulness of which it promptly took advantage by planning to publish twice a week during the summer all the news of the activities at the Institute, whether strictly Technology affairs or not, as well as such news as could be obtained from Machias, Plattsburg and Washington. So successful were their first issues that the Washington Bureau and the Alumni Association decided to use it as the official news organ of the Alumni as well as of the undergraduates.

The Technology Review, which termed The War-Time Tech "a notable piece of undergraduate journalism," says: "All Alumni who have been following the issues of The War-Time Tech cannot help but recognize that here is work far superior to the ordinary run of college journalism and one which deserves the title of 'professional' in the best sense of the word. The Tech wants to reach every Alumnus in the country or outside, for only in this way will the large body of men interested still in what Technology men are doing be able to follow it closely and thereby find opportunity to cooperate."

Beginning with the New Year, The Technology Review will be issued quarterly only, and will be published at the usual dates for the large numbers. The small monthly numbers, which have proved useless for immediate news value and unimportant for purposes of record, will be discontinued. Their place will be taken by The War-Time Tech. Hereafter, The Tech will give the news fresh, week by week, and the Review will offer the permanent resume and record. The Review cannot, then, try to reprint as fully as it did in the July and November issues the material from The Tech which it thought would be of interest to its readers.

The Review reaches over 5,000 alumni, The War-Time Tech over 2,000. This means, naturally, that some 3,000 alumni are going to miss the fresh news, the detailed news, the long interesting letters from the front, and especially the personal notes about Technology men in service which are sent out by the Washington Office. They will get this summarized to a certain extent in the Review, but they will, perforce, miss a great deal.

What are these 3,000, then, to do?

There is but one answer. They must subscribe to The Tech. The Review is backing up The War-Time Tech with all its strength. It is urging its 3,000 readers who as yet do not read The War-Time Tech to remedy their omission, and keep themselves awake and in touch with the extraordinary things Technology and her sons are doing in this war by supplementing The Review with The War-Time Tech.

The watchword of The War-Time Tech for the New Year is SERVICE, and it will adhere to the following policies in an endeavor to unite undergraduates and Alumni into a powerful body for the benefit of the Nation.

It will publish all obtainable news concerning the University

# ?

The Question Box has been inaugurated for SERVICE. So many questions have arisen, and so many doubts have been expressed among both the student body and the Alumni about the relations of Technology and Technologists to the war, that the WAR TIME TECH has deemed it advisable to establish a medium for clearing up these difficulties. It is strongly desired that neither the Alumni nor the undergraduates will hesitate to send in any questions that concern them directly or any that they think will be of benefit to Technology in common.

Address all inquiries to The Question Box Editor, The TECH. The name of the questioner will be withheld from publication, but each letter must be signed.

The Question Box is for YOU personally. Be sure you use it! Question Box Editor,

The TECH.

Dear Sir:

Can you give me information regarding the increase in the Naval air service in the past year? Have all the Naval Aviators been trained at the Technology ground school, and is there at present any other ground school for this branch of the service.

Very truly yours,  
E. M. C.

The Navy's air service development has been much more satisfactory in 1917 than in the previous year, the ratio of increase in material being approximately 1,400 per cent., the increase in personnel approximately 3,000 per cent., and the increase in stations and training schools about 3,200 per cent. Mr. Daniels points out that the first force to reach France for service against our enemies were men of the Navy air service.

All the Naval aviators have not been trained at the Technology ground school, and it is not possible to give the percentage that have. At present, however, the ground school at the Institute is the only one in the country, and as long as the present arrangement holds, only men graduating from this ground school will receive commissions in this branch of the service.

## TECHNOLOGY MEN IN PARIS HOLD DINNER

(Continued from page 1)

It was voted at a Tech Dinner, held last November, to hold monthly meetings at the Union Club House and Mr. C. H. Mower was appointed chairman. Mr. Mower has provided a year's program in advance, and at each monthly dinner an illustrated talk or address in English will be given by some noted authority, American, French or British, on the subject on which he is an expert. The list of subjects to be covered, alphabetically arranged, is as follows: Airplanes, Naval and Military; Artillery, Heavy and Light; Automobiles, Tractors, Trucks, etc.; Engineers, Bridges, Electric Lighting, Searchlights, Trench Construction, Mines, Water Distribution, etc.; Gas and Liquid Fire; Machine Guns, Rifles, Hand Grenades, etc.; Medical and Sanitary, Hospitals, Ambulances, etc.; Political Aspects of the War; Quartermaster's Department and Ordnance; Railroads, Main Line, Narrow Gauge; Salvage of the War; Sea Transportation; Submarines, Destroyers, etc.; Tanks.

The following is from Bulletin 10 of the Union: "Talks will be limited to one-half hour. Where possible lantern slides will illustrate all talks. Price of dinner, including wines, coffee, cigars, cigarettes, and tips, 10 francs (unless food goes too high). Time—the first Saturday of each month at 7.30 o'clock at the Club House, 8 Rue de Richelieu, Paris. Who is eligible—Tech men and their friends. Owing to the unpre-

cedented character of these meetings and talks, it has been decided to open the dinners to non-Technology men. Notify by letter or wire (Amunion—Paris) if you can come."

The American University Union in Europe, into which the Technology Club of Paris has merged its interests, established itself at its headquarters at the Royal Palace Hotel on the Place du Theatre Francais and the Rue de Richelieu, Paris, last October. The Hotel has

## Collins & Fairbanks Co.

Young Men's Hats, Coats, Caps,  
Gloves, Aviation Helmets, Hoods,  
Caps, Leather Coats :- :- :-

383 WASHINGTON STREET :- :- BOSTON

## RHODE ISLAND TOOL CO.

WILLIAM C. DART '91, President

MANUFACTURERS OF

BOLTS, NUTS, CAP AND SET SCREWS,  
SCREW MACHINE PRODUCTS

QUALITY FIRST

PROVIDENCE, R. I.

## Iron :: Steel :: Metals

## Arthur C. Harvey Co.

374-394 Congress Street BOSTON, MASS.

TELEPHONE, MAIN 7000

TOOL STEEL	SHEET IRON	BOILER TUBES
PLATE STEEL	CONCRETE RODS	METAL LATH
SOLDER	COPPER	ZINC

We Are Equipped to Cut to Length Anything Carried in Stock

## NEW ENGLAND STRUCTURAL CO.

INDUSTRIAL ENGINEERS

and

SPECIALISTS IN STEEL CONSTRUCTION

Complete Contracts for Power Plants, Factories,  
and all Industrial Enterprises

Works:

EVERETT, MASS.

Sales and Engineering Office:

110 STATE ST., BOSTON, MASS.

## SIMPLEX WIRES AND CABLES

INSULATED WITH RUBBER, PAPER OR CAMBRIC

Send for

THE SIMPLEX MANUAL

SIMPLEX WIRE & CABLE CO

MANUFACTURERS

201 DEVONSHIRE ST. BOSTON  
CHICAGO SAN FRANCISCO

## WHY PAY MORE?

When for \$1.00 a month we will clean and press a suit a week, call for and deliver at weekly intervals or when notified. Try us on a suit and our work will speak for itself. Uniforms pressed within 3 hours.

BON-TON TAILORING

Phone 5074-M B. B. 778 Beacon Street

## MISS A. I. DARLING

Typewriting--Multigraphing  
Wide experience in scientific work of all kinds. Theses, reports, notes, etc. Foreign languages. French a specialty. Dictation taken directly at machine. Accurate and neat work. Reasonable prices.

1338 Massachusetts Avenue  
Rooms 3 & 7

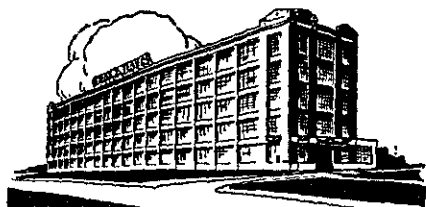
HARVARD SQUARE  
Telephone Cambridge 894-W

M. I. T.  
UNIFORMS and EQUIPMENT  
—AT—  
Reasonable Prices



ROSENFELD AND RAPKIN





**GRAY & DAVIS**  
INC.  
BOSTON, MASS.

To keep pace with the demand for Automobile Starters, Aberthaw erected this structure of reinforced concrete with brick trimming. The beauty of the completed building shows no evidence of the speed with which it was built.

Built by  
**ABERTHAW**  
CONSTRUCTION CO.  
BOSTON

**VENUS**  
10¢ PENCIL

THE perfection of pencil quality—unequaled for smoothness, uniformity of grading and durability.

17 black degrees from 6B softest to 9H hardest, and hard and medium (indivisible) copy-ing.

Look for the distinctive VENUS finish!



**FREE!**  
This trial box with five VENUS Drawing Pencils, Holder and VENUS Eraser sent free. Write for it.

American Lead Pencil Co.  
Fifth Ave., N. Y.  
Dept.

Try the VENUS Eraser, too. Made in 12 sizes. \$2.00 per box.

**HIGH GRADE**  
**Anthracite COAL**  
For Domestic Uses.

Our Crocker-Poehontas Bituminous Sup-plied to the Institute.

**Burton - Furber Coal Co.**

**CHARLES H. TENNEY & CO.**

Managers  
Accountants  
Engineers  
Purchasing Agents  
Sales Managers  
Dealers in Investment Securities

EXECUTIVE OFFICES  
201 Devonshire Street  
BOSTON

New York City Office  
19 West 44th Street

## LETTERS FROM TECH MEN IN FRANCE

(Continued from page 1)

daily life. So far, however, we are still training. The first detail for actual railroad work left camp, but consisted of but three men from each company. Yesterday, outside of the work we did fixing up the camp, we were allowed to rest and get settled. Today we started in on more instruction. I imagine we will be sent out a few men at a time and attached to various units that are already operating.

That is all today. If this letter seems to be full of trouble it is only because that is about all I can tell. I am not in the least discouraged and am having an exceedingly interesting time.

August 26, 1917.

Our life continues to be one of comparative ease, our quarters are better than one would expect, corrugated iron shanties with sheathing and floors. Our food has improved a great deal in the last few days, and the company, physically, is quite content. We are near enough the front to be camped in the midst of ruins, and to see the airplanes go back and forth every day. We can usually see the flashes of the big guns at night, but so far as any danger is concerned we might as well be in southern France. Our chief discomforts just now are cold nights. We have no mattresses so it is considerable of a problem to keep warm. There is nothing to do. We continue to drill a little, but have a good deal of time left on our hands. Were we allowed to roam around at will, that would be all very well, as there is plenty to see in the neighborhood to keep us amused, but we are restricted to 400 yards from camp except to visit the Y. M. C. A. and canteens. I suppose I might well devote that time to study, either of French or of military affairs, and I have done a little of the latter, but the quarters, several in one room, make study of any sort rather a difficult problem.

September 2, 1917.

All shaved and my shoes shined, ready to start out for the day. It is Sunday and we have even less than usual to do. Unfortunately all my trouble goes for naught as I have nowhere to show off my shiny shoes or smooth face and must content myself with my own admiration of my efforts.

We drew our weekly tobacco ration again today, two packages of poor cigarettes and 1-4 package of tobacco—once a week we march up and draw approximately the same amount. It reminds one a good deal of the tales one hears of passing out tobacco to the prisoners in state prisons, etc., but for most of the boys it is very very welcome, as we are still without any pay, the cigarettes from home have not yet started to arrive, and it is only the fortunate few who still have money with which to buy them. I'm still provided with Edgeworth's brought from home and have borrowed enough money to carry me through, so I'm not in trouble myself.

I had an opportunity last night to talk to a couple of very interesting "Tommies," two sergeants from the Royal Engineers, at present behind the lines, but who had both been through all sorts of experiences in the last three years, digging mines and tunnels under the German lines, putting up barbed wire, etc. They were both well educated and were able to paint some vivid pictures of conditions as they existed in the early days of the war, and the changes since that time. They all seem very thoroughly convinced that Fritz is beaten, but do not expect too early a cessation of the fighting. They think that Germany will quit long before our troops actually get into Germany, but

that they will take several good sound beatings before they give in. Apparently there remains no doubt as to the superiority of artillery, numbers of men, etc. They say that the Allies can and do fire almost fifteen shells to Germany's one, that Germany is so short of ammunition that she cannot use it to shell behind the actual fighting lines, and that the Allies have the unquestioned superiority in the air on this front. It seems to be only a question of time, battering away at his defences, moving up a little at a time, and finally convincing the German troops and people that they are up against a losing game. One of them, however, pulled a cheerful one on us. He found out that we were enlisted for the duration of the war, and his enlistment being only for twelve years, extended his sympathy to us, telling us he would think of us after he got home.

Souvenir hunting has become quite the rage, the Tommies have spotted our outfit as an easy mark, and are unloading everything German on our men, badges, bayonets, revolvers, shells, etc. The boys forget that they have to carry all this junk on their backs and that they probably have plenty of time to acquire all such stuff after they get settled down. To date I'm still scot free.

### MEN FOR NAVAL OFFICERS.

(Continued on page 4)

doing, to man the nation's new merchant ships. The board, through its recruiting service, has issued several statements recently through the press as to its work in creating an adequate personnel for the new merchant marine; but in the pressure of world news, these statements do not seem to have attracted the attention that it appears to me they merit.

"The fact that for two years and a half of nominal peace, but of actual war, before this country drew its sword in the defence of democracy, our merchant sailors carried the flag back and forth across the Atlantic, in spite of the brutal piracy of the German submarines, seems today to weigh for little in the public mind.

"These merchant seamen who thus braved death in the pursuit of their calling and for the credit of their country are today doing the same thing though now, happily, with the support and co-operation of their brothers of the navy; yet today they seem to have few friends among their own countrymen to say a good word for what they have done and are doing.

"The great work for which the shipping board's recruiting service was created, the building up of an all-American personnel of officers and men for the new ships, has been going on since last June. It began with the training of officers at free schools in navigation and marine engineering at various ports on the Atlantic and Pacific coasts and the Great Lakes. At these schools about six hundred men a term are being trained, the engineering term being one month, and the navigation term about six weeks. On graduating, these students are sent as reserve officers of the merchant marine for further training, preliminary to their being licensed as mates of engineers.

"Our plan for preparing these men for service at sea is based on the best experience of our own and other maritime nations. It calls for the use of a squadron of training ships to take men to sea for intensive drilling in the duties of the mercantile mariner."

Bob has developed into quite a sculptor. He spends his time carving figures from the chalk rocks that are common here and really seems to have quite an unexpected knack at it. He has astonished the company by his first effort, a small head and shoulders bearing no small resemblance to the Goddess of Liberty.

Our new camp promises to be a more permanent affair, possibly winter quarters. When we arrived they were being vacated by a company of Royal Engineers. We applied innumerable buckets of disinfectant to the huts and took a chance. So far we appear to have no visitors. We are in the same kind of hut that we had at our last stand, semi-circular steel affairs in which the English put about thirty men. We feel abused with eighteen. My own hut I share with thirteen others, twelve sergeants and two buglers comprising the detachment. Dick and I are side by side in one corner and are very comfortably fixed. We are nearly twice as far from the front and out of all possible danger. Even the biggest guns are out of range and the chance of an air attack is nil, as there is nothing to tempt them even if they were in a position to command the air, which they are not.

### OFFICIAL FROM THE M. I. T. Committee for National Service

JAMES W. ROLLINS '78, Chairman

WASHINGTON BUREAU  
808 Union Trust Building  
RAYMOND W. FERRIS '08, Secretary

A direct means of communication between the Technology and the National Government. If there is anything you wish to know in Washington, write to the Technology Bureau.

Lieutenant J. B. Franks '15 is in Paris for a few days on business.

N. T. Ashkins '15 has been commissioned second lieutenant in the Engineers lines of communication.

L. B. Cahill '19 has passed his examinations for aviation.

H. B. Allen '18 and J. R. Milliken '18 have enlisted in aviation and have been ordered to a training camp.

D. G. Tarpley '17 is working in the Construction Department at aviation headquarters.

F. N. Breed '12 is working at Engineering Headquarters in Paris.

K. H. Day '17 has been evacuated from the hospital at Neuilly and is awaiting orders to return to the front.

R. H. Scannel '17 was in Paris for a few days on permission and is now in England. Mr. Scannel is sergeant of Section 15, American Army Ambulance.

G. W. Root '19 is working for the present at the University Union in Paris.

Lieutenant E. P. Brooks '17 is in Paris for a few days.

Ensign Henry L. Leeb '15 was in Paris for several days.

C. R. Lutein '18 expects to enlist in Aviation very soon.

Lieutenant D. K. Este Fischer '16 and Lieutenant L. S. Becker '13 are at French Artillery Schools.

Lieutenant James C. Wooten has been in Paris for about a week.

Joseph Dasloge '12 has gone to Italy in the American Red Cross Ambulance work.

### U. S. NEEDS TECHNICAL MEN FOR SERVICE DURING WAR

For further information concerning these positions, communicate with the nearest Secretary of the Civil Service Commission or the M. I. T. Committee for National Service, 908 Union Trust Building, Washington, D. C.

Cir. No.	Position	Service	Salary	Date of Exam.
1	Surveyor	General Land Office	\$1200-\$1800	Feb. 6-7
25	Junior Telegraph and Telephone Engineer	Interstate Commerce Commission	\$720-\$1680	Jan. 23
32	Laboratorian, qualified in Chemistry & Physics	Dept. Elec. Engr.	\$1000	Jan. 15
37	Specification Writer	Nav. Acad., Annapolis Bu. Yds & Dks. Navy Nat. Advisory Comm for Aero-nautics	\$4.72-\$7.04	Jan. 15
56	Mech. and Elec. Engr.	Dept. of Commerce	\$1500	Jan. 15
1402	Assoc. Physicist, qualified Phys.	Dept. of Commerce	\$2000-\$2400	Jan. 15
1402	Asst. Physicist, qualified Phys.	Dept. of Commerce	\$1400-\$1800	Jan. 15
1402	Laboratory Asst.	Dept. of Commerce	\$1000-\$1320	Jan. 15

Until further notice and on account of the urgent needs of the service, applications will be received at any time. Papers will be rated promptly and certification made as the needs of the service require.

All  
**Walker**  
**Memorial**  
**Dining**  
**Rooms**

Are Open to  
All Tech Men  
**NOW**

Open Daily and Sunday

**Robert A. Boit & Co.**  
40 Kilby Street  
Boston

**INSURANCE**  
**OF**  
**ALL KINDS**

  
**STONE & WEBSTER**

FINANCE public utility developments.

BUY AND SELL securities.

DESIGN steam power stations, hydro-electric developments, transmission lines, city and interurban railways, gas plants, industrial plants and buildings.

CONSTRUCT either from our own designs or from designs of other engineers or architects.

REPORT on public utility properties, proposed extensions or new projects.

MANAGE railway, light, power and gas companies.

NEW YORK BOSTON CHICAGO



Complete stock of

**Drawing Materials**

Manufacturers of

**BLUE PRINT PAPER**

**SPAULDING—MOSS CO.**

Drafting Room Furniture

Tell Us Your Requirements  
Catalog on Request

A. H. Spaulding '14

**FOR HIRE**  
PACKARD TWIN SIXES  
Touring Cars, Limousines and Landauletts  
by the hour, day, week or month.  
CAREFUL COMPETENT CHAUFFEURS  
FRANK McCANN  
15 CAMBRIA ST. BOSTON, MASS.  
Telephone, Back Bay 4006-4007

HIGHWAY ENGINEERS CALL  
FOR MORE MEN

(Continued from page 1)

road builders repaired the damage so quickly that there was hardly a pause in the everflowing tide of motor trucks.

At present the regiment needs experts in the use of steam rollers, steam shovels, machinists, compressed air men, and musicians. The pay is nothing to boast of, but \$10,000 a year a year men who are serving as privates for \$33 a month say that if necessary they would pay their own way, so valuable is their experience. By an arrangement with the War Risk Board, married men will be allowed a little more than the pay of an unmarried private. A man who has a wife will be given \$15 additional; a man with a wife and one child \$25 additional; a man with a wife and two children, \$22.50 additional; every man having three or more children will be allowed \$5 extra for each additional child.

Male citizens between the ages of eighteen and forty years are eligible for service in the regiment, providing they pass the physical requirements of the regular Army and have not been drafted. All men must first enlist as perience may be assigned to special duties and give non-commissioned rank at rates of pay ranging from \$40.20 to \$96 a month and expenses. Those who enlist will be eligible for promotion as they demonstrate their ability and as vacancies occur.

For the non-commissioned officer positions, men are required who can qualify in private life as superintendents and assistant superintendents of highway, bridge and quarry work, of mechanical plants and of transportation, chief clerks, material men, stock men, time-keepers, foremen for concrete, road, bridge and quarry work; powder men, riggers, carpenters, iron workers, surveyors, and draftsmen.

A tremendous task faces the regiment, for the roads must be of the very best. New means must be devised if the roads are to stand up under the traffic, for reports received from official British and French sources declare that wear and tear are ten times as great as on Fifth Avenue, New York. Cement cannot be used, because it requires too much time to harden. The roads probably will be built of a type of macadam. It is estimated that the regiment will use five hundred tons of crushed stone every twenty-four hours. The roads will be coated with tar, which, fortunately, is easy to obtain in France in large quantities. Eighty per cent of the work will be maintenance; twenty per cent the construction of new roads.

While voluntary censorship regulations prohibit the publication of the date the regiment is expected to leave for France, it is permissible to say that most of the regiment's roadbuilding equipment has arrived in France. Much of the apparatus will be new to European engineers. The methods also will be quite different from those used abroad. Thus a great opportunity is offered to demonstrate what skillful Americans are capable of doing with modern equipment, which includes rollers, graders, traction engines, motor trucks, steam shovels, stone crushers, scarifiers (to tear up old roads), automobile trucks and trailers for trucks, portable machine and blacksmith shops, pile drivers, concrete mixers, air compressors, drills, industrial railway equipment, and wheel scrapers. Picks, shovels and small tools by carload lots have been shipped abroad.

Colonel Johnston, who will command the regiment, was graduated from West Point in 1901 at the head of his class. After service on road and bridge work in the Philippines and river and harbor work in the United States, he served as an instructor at West Point and as assistant to the Chief of Engineers at Washington.

For the enlisted personnel it is desired to secure men skilled and experienced in one or more of the following occupations: Surveyors, draftsmen, clerks, stenographers, axmen, blacksmiths, blacksmiths' helpers, repairers, crusher operators, hand drillers, drill runner (air drills), quarrymen, powdermen, masons, teamsters, pile-driver operators, concrete, form, road and bridge men; tractor operators (gasoline) grader operators (blading and elevating graders), bridge carpenters, motor truck drivers, chauffeurs, cooks, motor-truck and automobile repair men, pipe fitters, electricians, horseshoers, tailors, shoemakers, musicians (bugle, fife or drum), mechanics, telephone operators, steamfitters, tool sharpeners, ditchers, boatmen (builders and caulkers), shovel runners (gasoline), barbers, veterinarians, French interpreters, bituminous road men, iron workers, riggers, general utility men capable of driving automobiles, motor trucks and all types of gasoline driven machinery.

## THE ALUMNI SUBSCRIPTION LIST GOES

Over the Top  
HELP!

## WAR TIME TECH

TO GIVE YOU INTERESTING AND VALUABLE  
INFORMATION WHICH YOU DO NOT GET  
ANYWHERE ELSE,By sending your name and correct  
address with \$1.50 in return for a six  
month's subscription to

THE TECH, Volume 37

Charles River Road Cambridge, Massachusetts

TECHNOLOGY MEN IN  
PARIS HOLD DINNER

(Continued from page 2)

been rented for one year by the Union, which is supported by fifty of the most representative colleges and universities of the United States, and is designated "to meet the needs of American University and College men who are in Europe for military or other services in the cause of the Allies."

According to the statements made by the men who have written of their experiences abroad, the American University Union is a great success. All of the rooms are taken, and the resources of the restaurant are taxed to the utmost, many men registering at the Union and visiting their various bureaus who do not live in the house. It fills a great need for college men in Paris, whether they are in war service or not.

Its location is peculiarly favorable in these days of limited transportation facilities. At the head of the Avenue de l'Opera, it is in the very heart of Paris, and can be reached by two lines of the Metropolitan subway which meet at the station Palais Royal. You can imagine the relief of the man unfamiliar with Paris and continental customs at finding himself in a hotel where he will no doubt meet friends and where he will be served by English-speaking employees who understand his wants and his manner of expressing them. The Union has the comfortable atmosphere of a club-house, and the friendly relations among the people partaking of its hospitality are becoming closer and more apparent from day to day.

The hotel is thoroughly modern, the rooms comfortable, the food excellent, and for prices amazingly reasonable. A great luxury for the men returning from months of weary service at the front is a constant supply of hot and cold water and a large number of bath rooms.

The special college bureaus, housed in a series of identical suites on the five upper floors, are co-ordinating their work with that of the Union, avoiding thereby duplication and waste. Their activities will naturally vary considerably, according to the number of men they are caring for and the side of the office force at their disposal. The men who have come to the Technology Bureau have wanted cables sent, have wished to have the addresses of good pensions, and to be recommended to French teachers who could give them intensive instruction for their short stay in Paris. In addition to this, the number of small services for men who have little or no knowledge of French is very great, and is increasing every day. To date, the bureau has been able to accomplish all of them.

The average man, however, is happy to register his name, to recount his experiences, to tell his troubles, and feel he is keeping in touch with his college.

The Union hopes to send frequent circulars urging men to assist it in getting in touch with other Technology men and to keep it informed of their movements as far as possible. There is no question of the usefulness of the service, and it is to be hoped that graduates in America will send all the data that they may have.

Technology Men  
in War Service

The Tech wishes to print the names of Technology men in War Service, whether in a military or industrial capacity, together with the branch of such service with which they have allied themselves.

Notification of any corrections or changes in the information given in this column will be appreciated. Address any information of this character to the Managing Editor, The Tech, Massachusetts avenue, Cambridge, Mass.

Class of 1885  
DONALD McRAE, Capt., U. S. A.  
Class of 1894  
ALBERT KENDALL, Capt., Co. 17,  
C. A. C.

Class of 1897  
EDW. A. SUMNER, Capt., Q. M. C.  
Class of 1899  
RALPH W. LOUD, Private, N. A.  
Class of 1906  
HENRY H. NELSON, Avia. Sec.,  
M. I. T.

Class of 1907  
EARLE F. WHITNEY, Capt. O. R. C.  
Class of 1908  
ORRIN S. LYON, 1st Cl. Private,  
Co. F., 107th Inf.

Class of 1910  
HARRY F. THOMSON, Motor Transp.  
Sec., Q. M. C.

Class of 1911  
OSBORNE H. SHENSTONE, Private,  
Overseas Tr. Co.

Class of 1912  
JOHN M. PETTINGILL, Avia. Sec.,  
Sig. O. R. C.  
ROGER L. PUTNAM, Cadet, N. C.  
School, U. S. N.

Class of 1913  
CLARENCE S. ROE, 1st Lieut., E. O.  
T. C.  
HENRY J. G. RUDOLPH, Aviation  
Corps.

Class of 1914  
FRANK H. MAHONEY, Private, 5th  
Mass. Inf.  
WARREN N. WATSON, C. A. C.,  
R. O. T. C.

Class of 1915  
JESSE POTTER, 2nd Lieut., O. R. C.  
GEO. T. WOOLEY, U. S. N.

Class of 1916  
THEODORE MAIN, 1st Cl. Sergt.,  
Div. 26, Q. M. C., A. E. F.  
ARTHUR K. STEWART, C. A. C.,  
R. O. T. C.  
WALTER S. STEWART, C. A. C.,  
R. O. T. C.

Class of 1879  
ARTHUR M. WAITT, Major, E. O.  
R. C.

Class of 1898  
ALBERT L. SWASEY, Lt. Comdr.,  
U. S. N., Pres. & Sec. Bd. for vessels.

Class of 1899  
BRA..NARD TAYLOR, Capt., C. A.  
C.

Class of 1900  
GEORGE S. TIFFANY, Lieut. Col.,  
84th Div., Inf., Director School of Arms.

Class of 1901  
WM. W. WALCOTT, 1st Lieut., 101st  
Eng. Med. Corps.

Class of 1902  
LAURENCE L. TRAVIS, 2nd Lieut.,  
8th Engrs.

## DU PONT AMERICAN INDUSTRIES

Challenge  
Cleanable  
Collars

Challenge Cleanable Collars are better than merely "linen" collars. Because—instantly cleanable with a bit of soap and a damp cloth. They mean no more laundry bills.

Challenge Cleanable Collars have a stitched edge effect and real dull "linen" collar finish. Made in all popular and up-to-date styles. Half sizes, too.

Ask your dealer for Challenge Cleanable Collars. If he does not carry a stock, send 25c, stating your particular size and style.

A booklet showing several of the most popular styles gladly sent you on request.

## The Arlington Works

Owned and Operated by

E. I. Du Pont De Nemours &amp; Company

Du Pont

725 Broadway, New York

## DU PONT AMERICAN INDUSTRIES

E. I. du Pont de Nemours & Co. Wilmington, Dela.  
Industrial, Agricultural, Sporting and Military Explosives  
Du Pont Fabrikoid Co. Wilmington, Dela.  
Leather Substitutes  
Du Pont Chemical Works 120 Broadway, New York  
Pyroxylin and Coal Tar Derivatives  
Harrison's, Inc. Philadelphia, Penna.  
Paints, Pigments and Chemicals  
The Arlington Works 725 Broadway, New York  
Owned and Operated by E. I. du Pont de Nemours & Co.  
Ivory Py-ra-lin, Auto Sheeting,  
Challenge Cleanable Collars



Class of 1903  
ALBERT O. TRUE, Capt., E. O. R. C.  
Class of 1906  
FRED B. THURBER, Comdr., Mine  
Sweeping Forces.

PERCY E. TILLSON, Lieut., Com-  
munication Office, U. S. N. R. F.

Class of 1907  
ARTHUR K. TYLEE, Major, Co. 4,  
British Army, R. F. C.

SAMUEL R. T. VERY, 1st Lieut.,  
Const. Div., Sig. Corps.

LAURENCE T. WALKER, Capt.,  
U. S. A.

Class of 1908  
CLIFFORD L. WADE, 1st Lieut., E.  
O. R. C.

Class of 1909  
THOMAS A. TILLARD, Royal Flying  
Corps. Killed in action.

Class of 1910  
HORACE E. STUMP, 30th Eng. Gas  
& Flame Bat.

PHILIP D. TERRY, Prov. Lieut., C.  
A., R. O. C.

CHAS. T. TILTON, 1st Lieut., Ord.  
Corps., U. S. R.

JOHN M. TOWNSEND, 1st Lieut., Co.  
F., 14th Ry. Engrs.

Class of 1912  
JAMES A. TILLINGHAST, Ensign,  
U. S. N. R. F.

WALTER H. TRIPLETT, Bat. A.,  
340th F. A., N. A.

ARTHUR W. UNDERHILL, JR., 2nd  
Lieut. E. O. R. C.

RALPH E. VINING, Private, 303rd  
Reg. Engrs.

Class of 1889  
GEORGE C. WHIPPLE, Govt. Ser-  
vice.

Class of 1895  
DR. GEO. S. WHIESIDE, Asst. Surg.,  
Med., R. C., Navy

Class of 1898  
ERASMUS M. WEAVER, Major Gen.,  
Chief C. A.

Class of 1899  
JAMES H. WALTON, Capt., San.  
C., N. A.

Class of 1904  
GEORGE N. WHEAT, Capt., E. O.  
R. C.

Class of 1906  
LAWRENCE B. WEBSTER, Capt.,  
Ord. Inspector.

WM. W. WHITE, Private, Avia. Sec.,  
Sig. Corps.

Class of 1908  
HAROLD W. WELLINGTON, Asst.  
Surg., Med. Corps., U. S. N.

GEORGE G. WESTERVELT, Nav.  
Constr., U. S. N.

Class of 1909  
WM. F. WELLS, 1st Lieut., San.  
Corps.

LYMAN F. WHITNEY, Capt., Sig.  
Corps.

Class of 1910  
VAN COURT WARREN, 2nd Lieut.,  
E. O. R. C.

JOHN P. WENTWORTH, 1st Lieut.,  
San. Corps.

Class of 1911  
AUSTIN R. WARDWELL, 3rd Nat.  
Dist., N. R.

LAWRENCE WATTS, 1st Lieut., C.  
A. C.

LAWRENCE B. WEEKS, 1st Lieut.,  
C. A. C. Mine Planter.

Class of 1912  
RAYCROFT WALSH, Major, Avia.  
Sec., Sig. Corps.

JAMES H. WARD, Cadet, Aviation  
Corps.

KENNETH WEEKS, Foreign Legion  
in France (killed.)

Class of 1913  
HOLLAND R. WEMPLE, 1st Lieut.,  
Gas Def., San. Corps.

RAYMOND W. WHITE, Private, 16th  
Co., C. A. C.