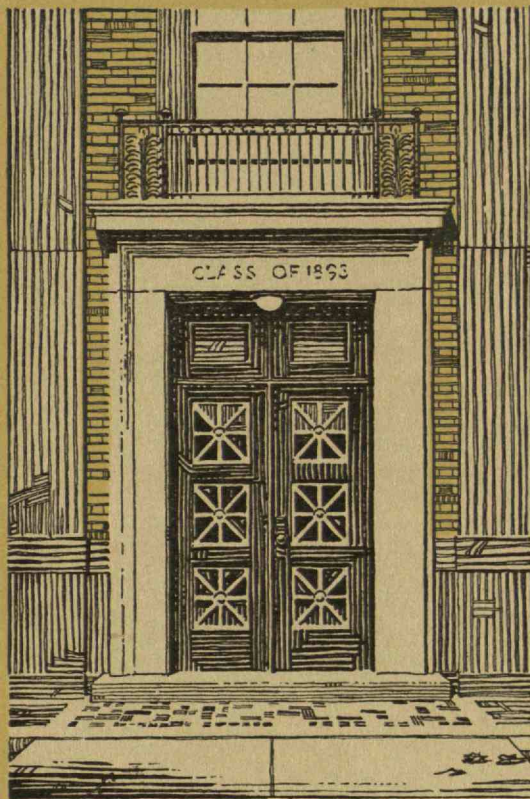


# THE TECHNOLOGY REVIEW

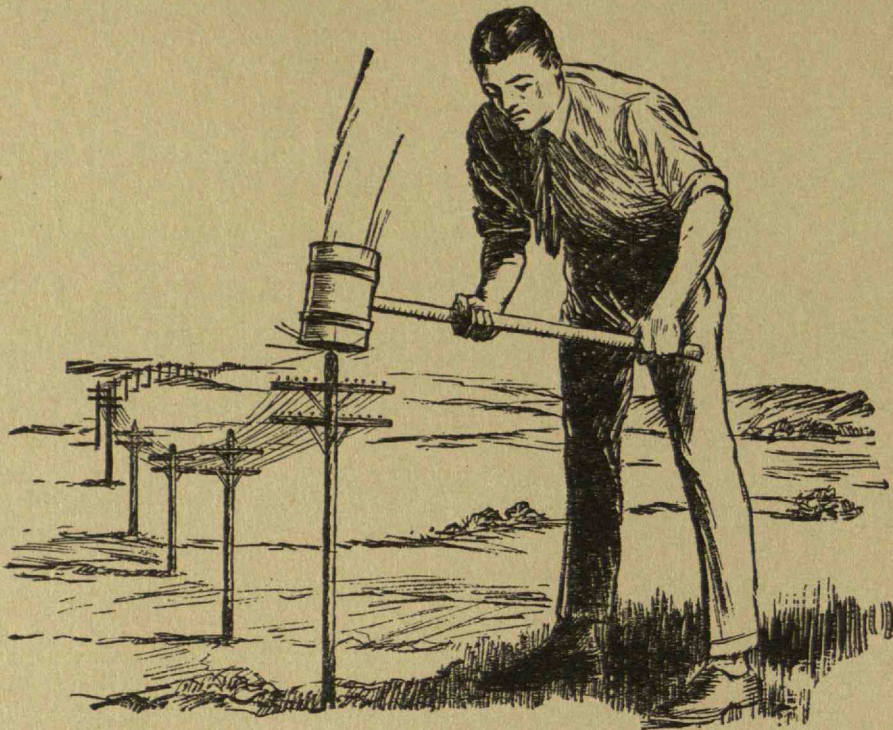
RELATING TO THE MASSACHUSETTS  
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MARCH  
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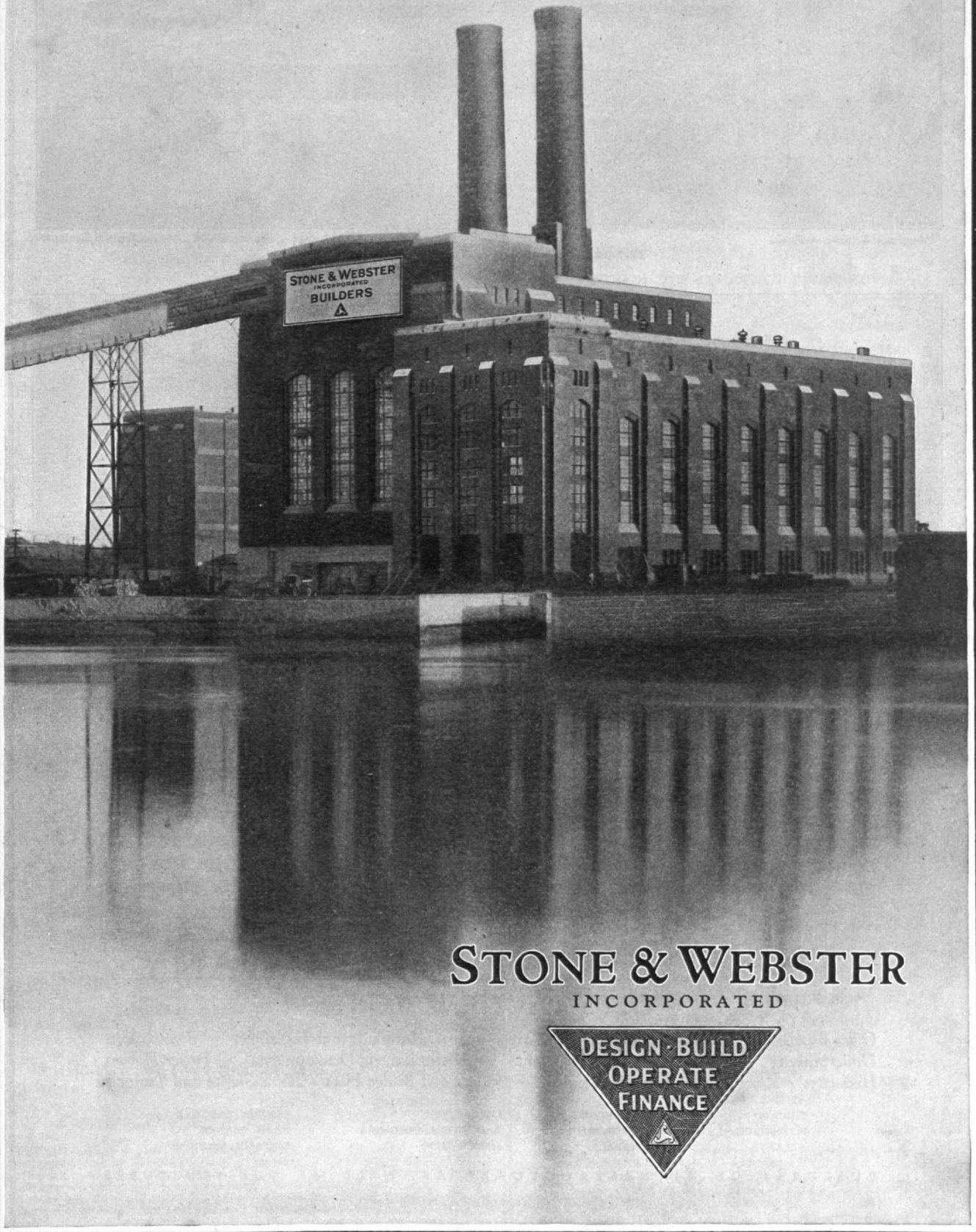
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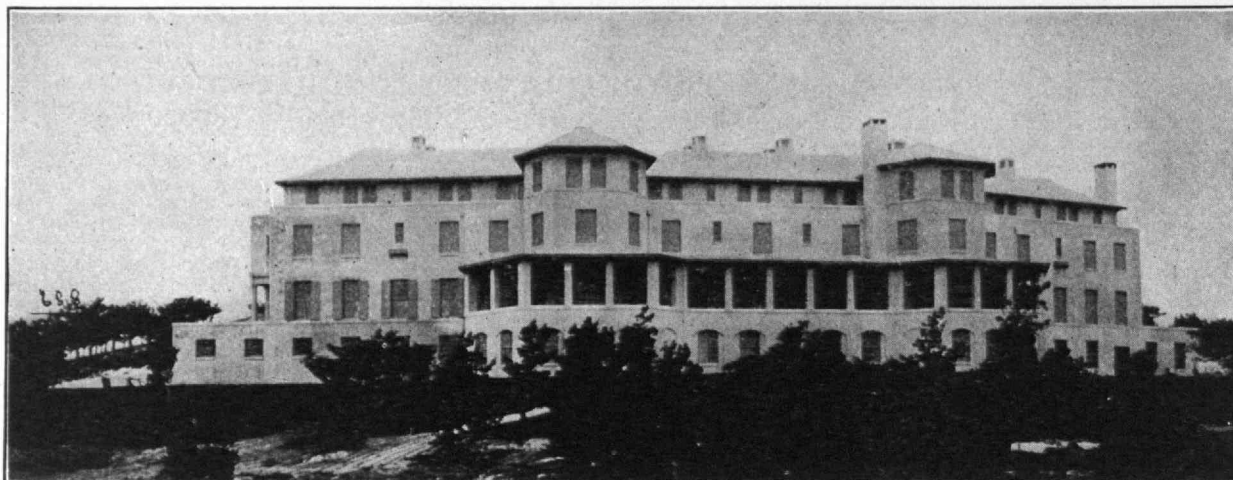


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# THE TECHNOLOGY REVIEW

RELATING TO THE MASSACHUSETTS  
INSTITUTE OF TECHNOLOGY

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Vol. XXVII

No. 5

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Orville B. Denison, '11, *Secretary-Treasurer*

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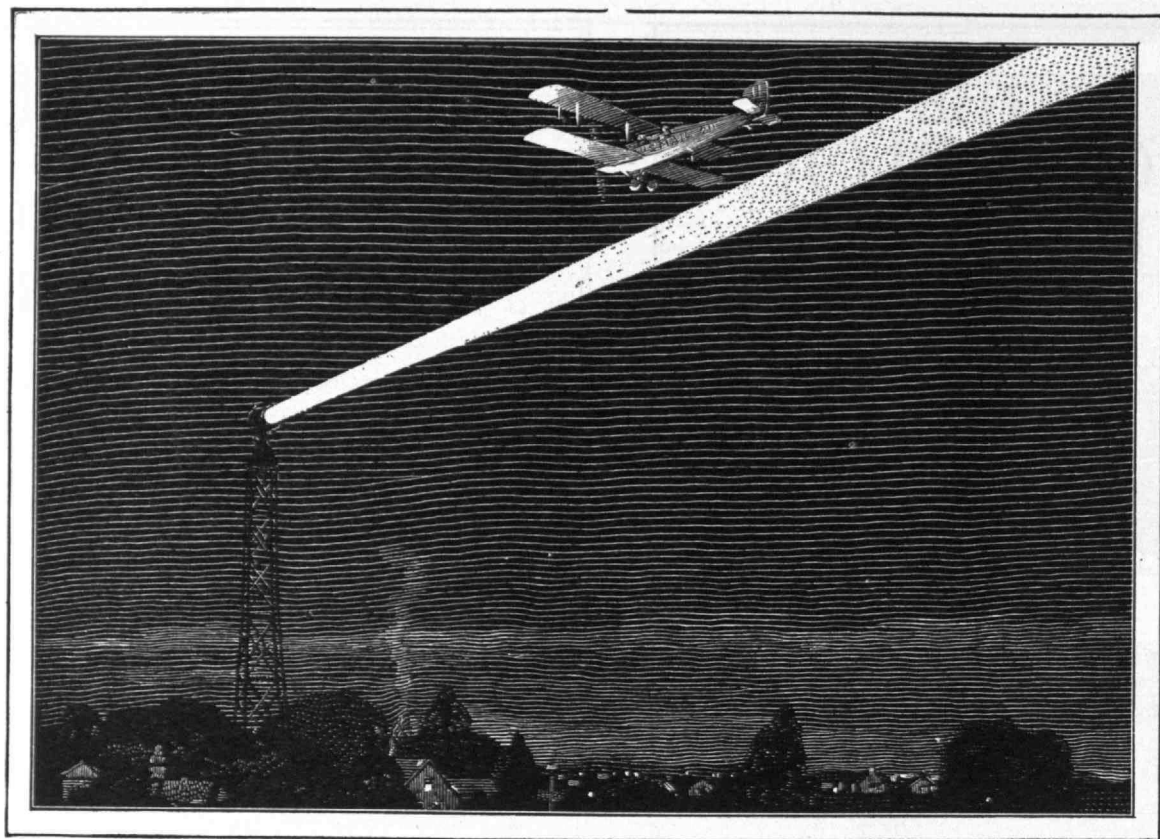
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# THE TECHNOLOGY REVIEW

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## *The Past Month*

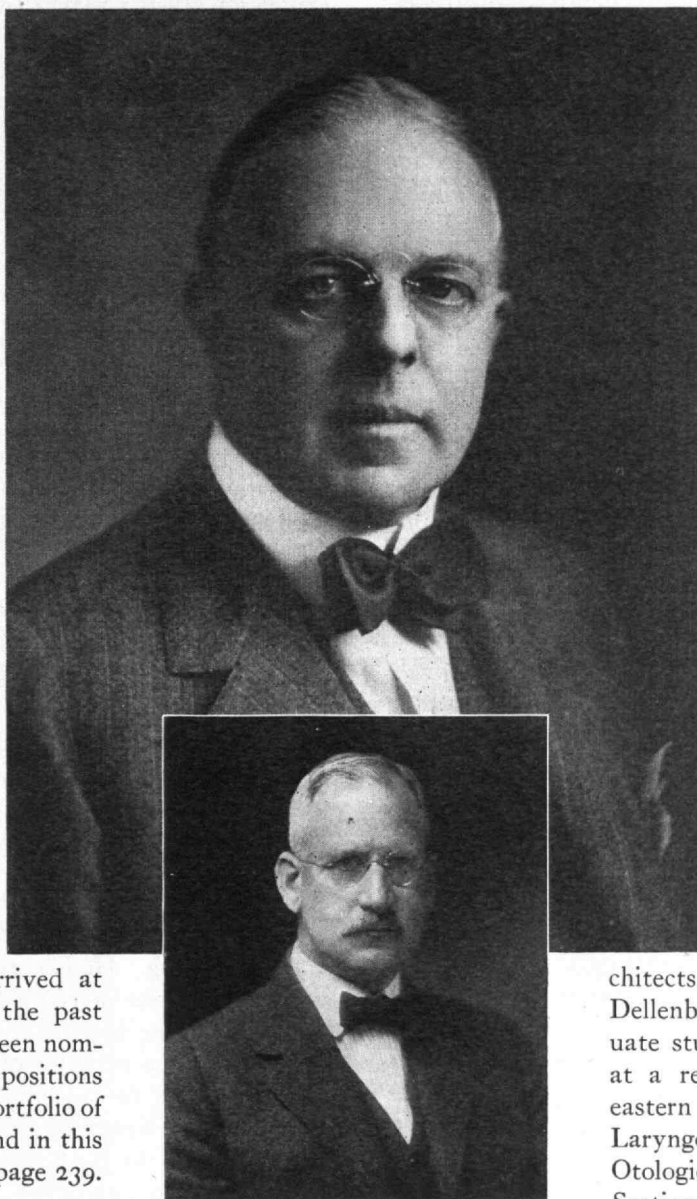
THE annual slate of nominees for position in the government of the Alumni Association has once more been presented by the Nominating Committee. The choices were arrived at in February, and the annual ballot to all members of the Association in good standing will be circulated in mid-March. The list follows: For President, Charles Hayden, '90, of New York; for Vice-president, Samuel C. Prescott, '94, of Brookline; for the Executive Committee, Robert T. Haslam, '11, of Belmont, and Percy R. Ziegler, '00, of West Newton; for Representatives-at-Large, Philip N. Cristal, '17, of Cleveland, Frederic W. Freeman, '01, of Portland, Maine, Edward B. Germain, '13, of Buffalo, Edward L. Mayberry, '06, of Los Angeles, and Charles F. Wing, Jr., '98, of New Bedford. Nominations this year for term membership on the Corporation of the Institute are made upon the revised basis arrived at through the discussion of the past year, and three men have been nominated for each one of the positions due to become vacant. A portfolio of these nominees will be found in this issue of *The Review* upon page 239.

LACK of space precludes the detailed discussion of a number of interesting things that have befallen men connected with the

Institute in the past month. It may serve, however, to remark that President Stratton has been appointed by President Coolidge a member of the board of visitors for the United States Naval Academy; that

Professor Charles M. Spofford, '93, Head of the Department of Civil and Sanitary Engineering, has been elected a director of the American Society of Civil Engineers; that on the committee appointed by the American Engineering Council for a sweeping inquiry into all phases of aerial navigation may be found the names of Starr Truscott, '07, of the Naval Bureau of Aeronautics and E. P. Warner, '17, Professor of Aeronautical Engineering; and that Professor William Emerson Head of the Department of Architecture, becomes a member of the Committee on the Pan-American Congress of Architects appointed by the American Institute of Architects.

In addition, Professor F. S. Dellenbaugh, S. M., '21, now a graduate student at Technology, spoke at a recent joint meeting of the eastern section of the American Laryngological, Rhinological and Otological Society and the Boston Section of the American Institute of Electrical Engineers, and Willard E. Freeland, Assistant Professor of Marketing, addressed a New Haven meeting of the New England Section



### THE NEW NOMINEES

Above is Charles Hayden, '90, of Hayden, Stone & Co., who has been nominated for President of the Alumni Association next year

Inset, Prof. Samuel C. Prescott, '94, nominated as Vice-President

of the American Society of Mechanical Engineers and more, Colonel Frederick W. Phisterer, Head of the Department of Military Science and Tactics, was a speaker at the recent dinner of the Cornell Club of Boston.

**B**Y a recent ruling of the Supreme Court of the Commonwealth of Massachusetts, the Institute is to profit to the extent of \$100,000. The ruling was in connection with litigation over the will of Ida F. Estabrook. In 1905, Mrs. Estabrook and her husband, Arthur F. Estabrook, made a joint will in which charitable bequests were made to the amount of \$805,000 among them being one to the Institute of the \$100,000 mentioned above. Five years later Mrs. Estabrook made a second and individual will which did not specifically mention these bequests. Mr. Estabrook died three years before his wife and on her death the heirs took the second will as a pretext to prevent the carrying out of the gifts, claiming that since they were not mentioned in the later document it was not the intention of Mrs. Estabrook that they be made. Judge Carroll, who handed down the decision, stated that it was the opinion of the court that Mrs. Estabrook intended to incorporate a clause similar to that in her husband's will and that therefore the gifts will be made as originally planned.

**A**RCHITECTURAL students of recent years will undoubtedly remember the feeling approaching awe with which they have viewed the exquisitely made plans of John Taylor Arms, '11. Done when he was a student, they have ever since occupied a place of honor on the second floor of Rogers. The carefully wrought mosaics with which he ornamented these works have proved to be a signpost toward what he was to become. It is then, not surprising to learn that after the war he decided to forsake architecture and make his loved hobby, etching, a profession instead of an avocation. His second exhibit has recently been given in the Bendann Gallery in Baltimore. It calls forth unstinted praise from the *American* of that city which finds that Arms still displays his characteristic loving care for detail, and that conscientious regard for truth which his architectural training has given him but that he has progressed far since his first exhibit. His etchings comprise several groups, the "Gargoyle Series" formed principally of details from Notre Dame and Amiens, the "Gable Series" of French Roofs, the "Cathedral Series" of Spanish and Romanesque churches. The critic, however, is particularly enthusiastic about the aquatints of ships which he calls "historically correct of careful composition and riotous with color." The titles, "The Dragon Ship", "The Golden Galleon", "Where the Junk Sails Lift" are glamorous suggestions of the glory that is in the colored etchings. The critic finds Arms equally facile in the use of flat planes and of careful modelling and remarks that the artist

proves that the making of aquatints is not a lost art.

The Review hopes to reproduce some of Mr. Arms' Work in a forthcoming issue.

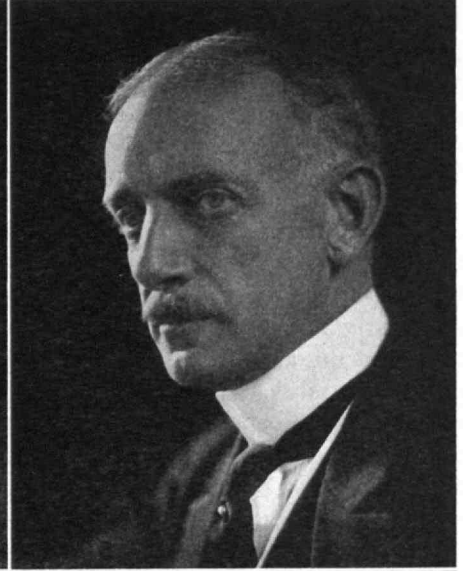
**S**INCE the Aldred Lectures were last mentioned in these columns, three on widely different subjects have been given. The speakers were P. W. Litchfield, '96, Vice-president of the Goodyear Tire and Rubber Company, Hermann von Schrenk, consulting timber engineer, and C. F. Kettering, President and General Manager of the General Motors Research Corporation.

Mr. Litchfield, whose activities in connection with the Goodyear Zeppelin Company were described in the January issue of *The Review*, joined the Goodyear Company four years after his graduation. At that time the company was an infant, having been incorporated only about a year. The past quarter of a century has seen a rapid growth of the company, and with it a corresponding rise in the position and responsibility of Mr. Litchfield. In his lecture he stated that capital is the only contribution which brings success in industry but that a youth need not be alarmed for he has capital to furnish in health, honesty, loyalty, efficiency, team-work, and habits of thrift and saving. The lecturer then went on to discuss specifically the development of transportation leading to its present status and ended by stating that, in his opinion, highway transportation was gradually replacing that by rail and water and that eventually airway conveyance would replace all the others.

The second of the lectures of the current term, the fourth of this year's series, was by Hermann von Schrenk. Mr. von Schrenk, a graduate of Cornell University, served as instructor in Botany at the University of Washington and later as a lecturer on tree diseases at Yale. He was head of the Mississippi Valley Laboratory Bureau of Plant Industry and the chief of the division of forest products for the United States Bureau of Forestry. At present he is consulting engineer for a number of the largest railroads in the United States. He first discussed the elastic properties of timber, using slides to illustrate his points, and then proceeded to timber diseases and a general treatment of the principle of conservation which he said this country had just begun to recognize.

The last lecture to be recorded in this issue was by C. F. Kettering. He is a graduate of Ohio State University and after working for various manufacturing organizations he became connected with General Motors. He is the inventor of the starting, lighting and ignition device for automobiles known as the Delco System. Mr. Kettering's talk was largely confined to a discussion of the methods of attack of a problem used by a Research Laboratory. He defined a technical subject as one which is "not understood but very good to get appropriations for." Following the general discussion he spoke briefly on the specific problems presented by internal combustion engines.



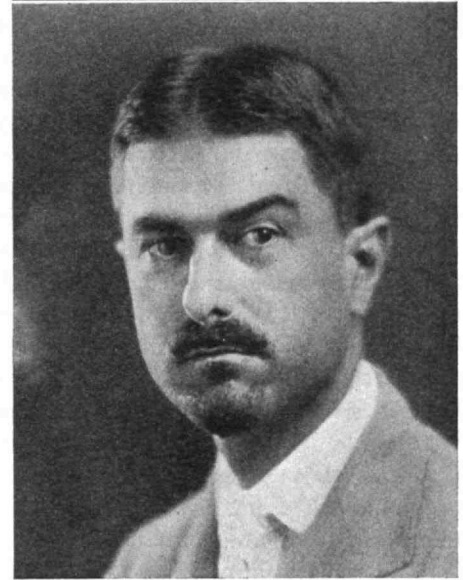
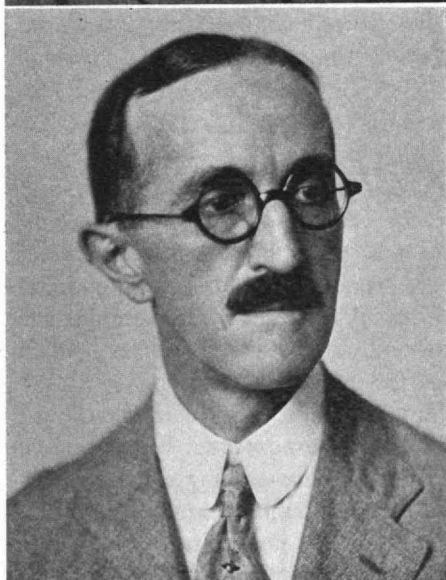
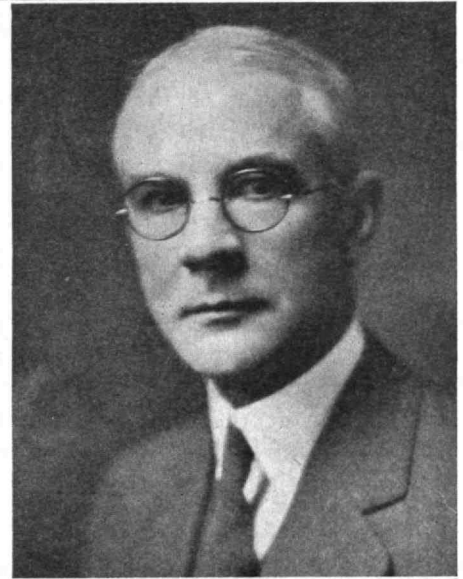


## Seven-Ninths of the Corporation Nominees

*From these men and two others the Alumni will choose the term members of the Corporation this year*

Top Row: left to right: A. G. Pierce, Jr., '85, Thomas B. Booth, '95, and J. Lawrence Mauran, '89. Middle: left, Lawrence Allen, '07; right, S. W. Wilder, '91. Bottom: left, Francis Walker, '92; right, Alexander Macomber, '07. It was impossible to obtain photographs of Edgar M. Hawkins, '97, and G. E. Merryweather, '96.

Mr. Pierce is President of the American Woolen Company, and the Pierce Manufacturing Company of New Bedford, Mass. Mr. Booth is a member of Emery, Booth, Janney and Varney of Boston, Attorneys, and this year President of the Alumni Association. Mr. Mauran is a member of Mauran, Russell and Crowell, of St. Louis, Mo., Architects, and a Past President of the American Institute of Architects. Mr. Allen is Manager of the Women's Department of the S. M. Hoyt Shoe Company in Manchester. Mr. Wilder is President of the Merrimac Chemical Company. Mr. Allen is Chief Economist of the Federal Trade Commission, in Washington, D. C. Mr. Macomber is a member of Macomber and West, of Boston, Engineers, and at present Senior Vice-President of the Alumni Association. Mr. Hawkins is General Manager of the M. D. Knowlton Co., and the Auburn Ball Bearing Company, both of Rochester, N. Y. Mr. Merryweather is President of the Motch Merryweather Machinery Company of Cleveland, Ohio.



**P**RESIDENT S. W. STRATTON has again left the Institute for a time, having gone to the West Indies for further recuperation from his recent illness. He thus bears out the prediction made in the last issue of *The Review*.

**T**HE Imperial University of Tokio, which suffered almost complete destruction in the great Japanese earthquake and fire of 1923, is now rapidly regaining the high position it held before the catastrophe. In that disaster two-thirds of its buildings were destroyed and nearly all of the University's 800,000 books housed in the main and three departmental libraries were reduced to ashes. It is accordingly pleasant to record that John D. Rockefeller, Jr., has given \$1,600,000 for the rebuilding of the library. This is to be done under the direction of Yoshinao Kozai, President of the University, Professor M. Anesaki, its chief librarian and—whence the Technology interest—Dr. Takuma Dan, '78. The gift is unconditioned.

**A** SECRETARY of the Alumni Association may find various activities to occupy his time. On January 14, Orville B. Denison, '11, "went on the air" in opening the broadcast program of the Combined Musical Clubs of the Institute which was sent forth from Station WBZ, Springfield, Massachusetts. On February 6, he made a flying trip to New Bedford, having as a travelling companion on this journey that other well-known radio lecturer, Robert E. Rogers of *The Review* staff. Both Mr. Denison and Professor Rogers spoke at the Twentieth Anniversary of the Technology Club of New Bedford, which was held at the Wamsutta Club of that city.

**P**LANS for the All-Technology Reunion to be held in Boston and vicinity on the fast approaching dates of June 11 and 12 continue to mature. The central committee and its ramifying sub-committees are bending diligently to their tasks of providing programs of pleasure and profit for the Technology horde that will march on the city for those two days. The inspection of the Institute, the presidential tea, the harbor outing, the Pops, the jamboree dinner—all these features and more are receiving the careful consideration of the Alumni charged with seeing that the students of an earlier day lack nothing to make a jubilee that history will remember. Particularly, *The Review* would welcome and commend to the attention of its readers its brand-new contemporary, *The Boomerang*. This handsome folio, to be published once a month from now to June, will devote itself exclusively to Reunion affairs, and see to it that no Alumnus remain uninformed of the joys awaiting him. After a glance at its page proofs, generously accorded *The Review* Editors, we find it hard to imagine how

anyone of the 11,500 former students to whom the publication will find its way can bring themselves to be absent. Perhaps none will. A happy thought.

**A**LCOHOL was the subject of an interesting symposium held January 10, at Boston University, at a meeting of New England sections of the American Chemical Society. The afternoon was in large measure occupied by Technology men. Herman C. Lythgoe, '96, Director of the Food and Drug Department of the Massachusetts Department of Public Health, presided. Hervey J. Skinner, '99, consulting chemist of Boston, gave an illuminating paper on "Alcohol as a Motor Fuel." After sketching the rapid growth of the automobile industry in the United States and the corresponding increase in gasoline consumption, Mr. Skinner pointed out that the United States produces two-fifths of the world's supply of crude oil and uses four-fifths of it. Our present supply, it was estimated, would last twenty years. Alcohol was surely a fuel to be considered for internal combustion engines. It was cleaner than gasoline, burned with no carbon and was practically odorless after being consumed. Its sources were vegetable and hence were yearly replenished as contrasted with a natural resource such as petroleum which depended on discoveries of new fields to keep abreast of the consumption. The action of alcohol in a motor was much the same as that of gasoline. To be sure, it had a lower volatility and hence starting was difficult and more fuel was needed for the same amount of power. These were, however, problems for the machine designer. The only difficulty that stood in the way of its present use was its cost, and assuredly alcohol was a fuel of the future.

Mr. Skinner was followed by Georges Calingaert, Sc.D., of the University of Brussels, now Research Associate in the Department of Chemical Engineering at Technology, who gave a paper on "Fractional Distillation as applied to the Preparation of Industrial Alcohol."

## Editorial Comment

There is nothing new in the plaint that the times are not what they were. **Under-graduate Decadence** There is likewise nothing new in the prophecy that the youth of the land is headed for the Great Abyss.

We are not adding to these at the moment, nor heaven being with us, at any moment. But we have had an impression that has been gaining substance for all of a year now, which, although it cannot aim to be inclusive, still tends to indict a considerable portion of the Technology student body. The indictment has nothing to do with faith or morals. It passes by these two shallow criteria of character and directs attention