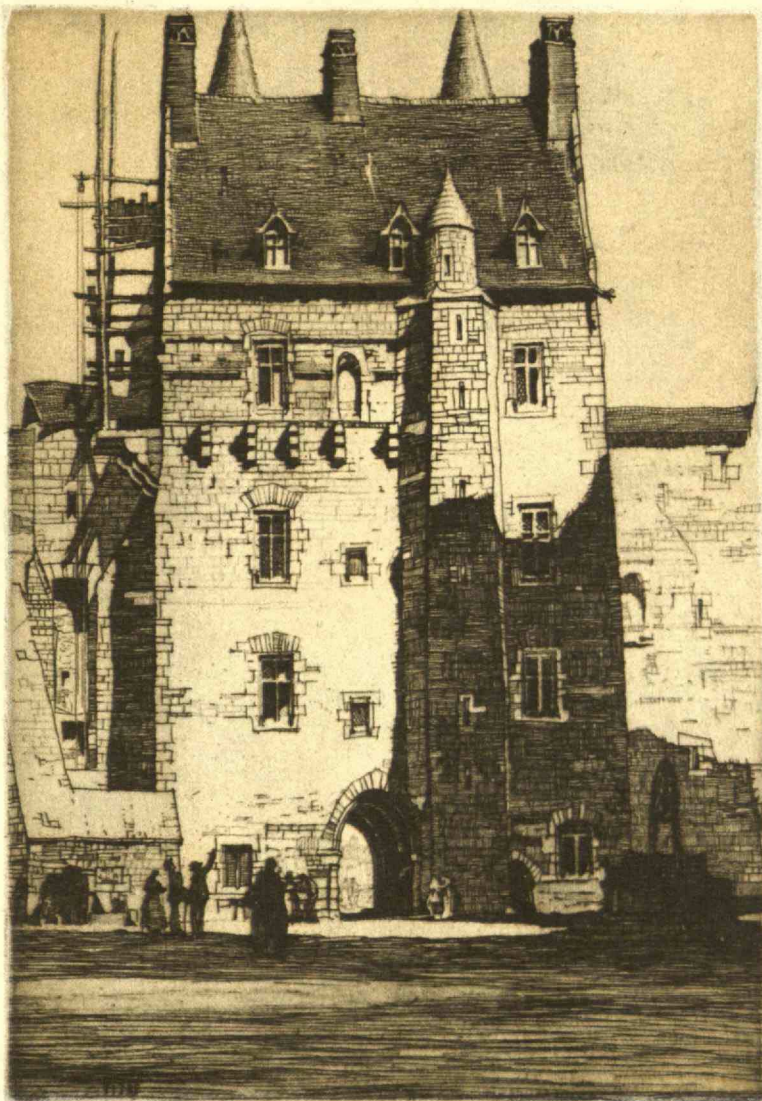


# *The July* TECHNOLOGY REVIEW



RELATING TO THE MASSACHUSETTS  
INSTITUTE OF TECHNOLOGY





## When Dad was a "Modern Youth"

**B**ICYCLES, stereopticon lectures, and the "gilded" youths with their horses and carts; at night the midnight oil burning in student lamps while the gas lights glared and flickered across the campus—the gay nineties when Dad was in college seem primitive to us to-day.

Now it's sport roadsters, the movies, and radios. At night the MAZDA lamp replaces the midnight oil in dormitory rooms, while modern

street lighting sheds its friendly glow over the campus.

Without electricity we would have none of these improvements. To-day's marvel of electrical invention becomes to-morrow's accepted utility. In the coming years, by taking advantage of new uses of electricity you will be able to go so much farther that the "tearing twenties" will seem just as primitive as the "gay nineties".



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July 1, 1928.

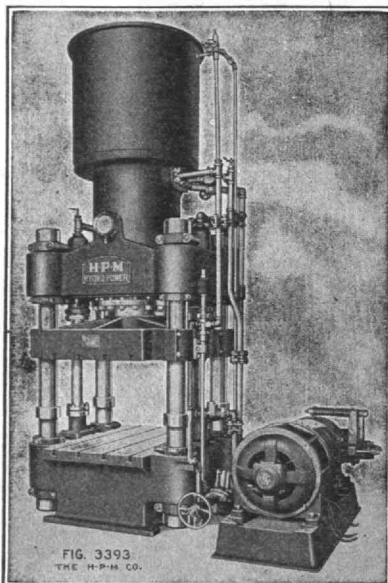
Here is the promised news concerning the latest developments in production pressing machinery.

Always thought that a hydraulic press was a slow-moving machine, didn't you? That was correct - until now! Our work has been the speeding up of hydraulic press action together with giving it a new brand of automatic performance.

It will not be possible to tell the whole story in these letters. I'll hope to give you some inklings as to the possibilities, so that you will write me for details.

In a few words, what our new high-speed press development makes possible is **RAPID PRODUCTION WITH HYDRAULIC FLEXIBILITY**. Consider any production pressing job, requiring any pressure from 100 tons to 2000 tons or more, and which is now being performed by some mechanical type of press. We will provide at least equivalent speed, **PLUS** - flexibility of application; flexibility of performance; flexibility of control.

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Does this give you some idea of the possibilities of our new H-P-M high-speed hydraulic press for forming, drawing, coining, embossing, or other similar production pressing operations? Write me, explaining your particular interest.

Yours for Tech.

*Howard F. MacMillin*  
II-21.

Howard F. MacMillin,  
Vice-Pres. in charge of Sales,  
The Hydraulic Press Mfg. Co.

# The TECHNOLOGY REVIEW

Relating to the Massachusetts Institute of Technology

VOLUME 30



NUMBER 8

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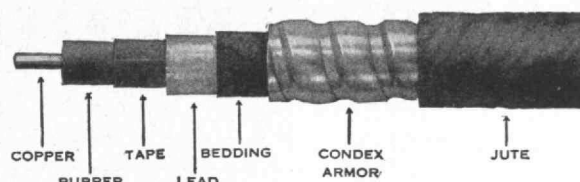
H. E. LOBDELL, '17 . . . . . Editor  
J. R. KILLIAN, JR., '26 . . . . . Managing Editor  
J. D. CRAWFORD, '27 . . . . . Assistant Managing Editor  
R. E. ROGERS }  
J. J. ROWLANDS } . . . . . Contributing Editors

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## TWO BUILDINGS HAVE JUST BEEN FINISHED AT THE INSTITUTE

Photographs and other information will be found in this issue on pages 465, 466, 476-480, as well as 526, 527, and 529.

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### LAND CRUISES IN AMERICA

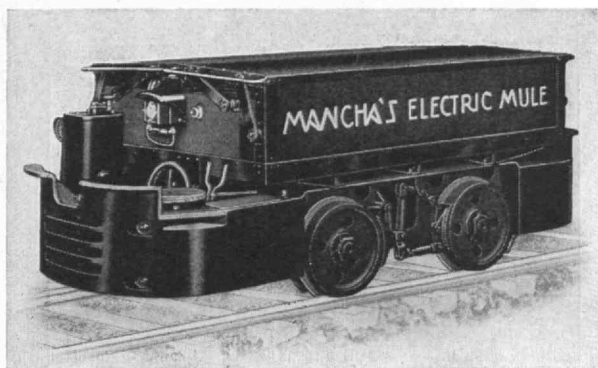
Summer and winter trips on special trains

# The Tabular View

**I**N the eight issues of the volume which closes with this issue, The Review has published 102 news items in its Trend of Affairs section and twenty-two major articles, those totals excluding matter published in the various departments such as Class News and Undergraduate Affairs. Corresponding figures for last volume were 137 and sixteen. The distribution of the news items in this volume is: scientific work at the Institute, 4.0%; scientific work outside the Institute, 13.7%; biographies, deaths, and so on, 12.8%; general Institute news, 26.5%; general alumni news, 43.0%. ¶ The large percentage of general alumni news should be noted; it reflects the unceasing and manifold achievements of Technology men at large. This amount of news in the front of the magazine added to that published in the Class Notes (see comment on this section on page 487) is voluminous evidence of the activity, communicativeness, and fecundity of Institute men, and incidentally of the industry of our own "great silent army," the Association of Class Secretaries.

**C**ONTRIBUTORS to this issue of The Review include a clinician in the field of medicine, an Assistant Professor of Aeronautical Engineering, an industrial chemist, and the managing editor of *The Forum*. ¶ DR. ALLAN W. ROWE, '01, is particularly well known to Technology men because of his interest in all Institute affairs, notably its athletics. Through his scientific work at the Evans Memorial Hospital he has made notable contributions to chemistry and medicine. His article in this issue reflects the nature of some of his research. ¶ WILLIAM G. BROWN, '16, writes the Advisory Committee Report on the Department of Aeronautical Engineering, in which Department he is an Assistant Professor. ¶ ARTHUR D. LITTLE, '85, is the President of Arthur D. Little, Inc. His recent honors are recorded on page 465. ¶ JOHN BAKELESS, Managing Editor of *The Forum* and author of "The Origin of the Next War," prepared the able review, on page 486, of three books on the World War.

**I**N paying just due to those whose work and contributions have made this volume of The Review more successful than it otherwise could have been, we are like Bassanio, bereft of words, particularly by the inexorably approaching end of this column. Several, however, must not go unnoticed. The drawings of HENRY B. KANE, '24, both humorous and serious have added to the gaiety and appearance of almost every issue. His work, adequate for the present, promises much for the future. ¶ In lending photographs for illustrations, FRANK and WARREN COLBY, premier photographers for the Boston *Evening Transcript*, have been wholehearted and cooperative. ¶ The Rumford Press, manufacturer of The Review, by the quality and efficiency of its personnel, has made the editing of the magazine less a chore and more a pleasure. Many others should be mentioned: persons who have contributed etchings, articles, work, news. The Editors have been appreciative of their contributions, and likewise the readers, if letters and comments received in this office are any gauge.



## Storage Battery Locomotives

*Are essential in tunnel construction.*

*They are likewise essential in many mining operations.*

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**T**HE widespread use of storage battery locomotives began about 1915 and has steadily increased to the present time.

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with loads.....

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Ford Motor Company  
The Hartford Electric Light Company  
The Philadelphia Electric Company  
Potomac Electric Power Company  
Southern California Edison Company  
The Western Union Telegraph Company

There are 73 contracts, an average of 8 contracts per client. The list shows the national extent of our service. Some of the work is abroad. Contracts include new power stations both steam and hydroelectric, extension and modernizing of old power stations, the construction of manufacturing plants, service buildings, office buildings, docks and a variety of other work.

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