

ARMOUR TECH NEWS

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HERE ARE WHOLE WORLDS OF FACT WAITING TO BE DISCOVERED BY INFERENCE. —Woodrow Wilson.

The Strategic Position of the Engineer

Recent discussion coming to light in the newspapers regarding the present complexity and seriousness of the unemployment problem gives the engineer ample justification for swelling with pride at the very important position he holds in the maze of present day economic conditions.

First of all there is the Hoover plan to "stabilize prosperity" by establishing a \$300,000,000 reserve fund to be expended for public work in times of approaching slackness in industry. This scheme was brought before the annual Conference of Governors at New Orleans by Gov. Brewster of Maine, who was acting as spokesman for the president-elect.

Then there is the recent resolution of the American Federation of Labor condemning the advent into industry of any machines which will tend to minimize the need for human labor.

A third point of interest comes from Roger Babson, who reminds us of another solution for the unemployment problem, that of the creation of new industries.

Almost simultaneously with the statement by Babson comes a report from England that large scale production of artificial cotton, superior to the American natural product, has been begun, and bids fair to offer a much needed field of labor for Britain's unemployed. But while it may relieve conditions on the Island, the threatened disturbance of the demand for American cotton is causing the southern growers and the New England mill owners, together with their employees, serious concern.

Here is food for thought, if the engineering student is hungry for something to ponder. The president proposes that the periods of depression be wiped out by the undertaking of great engineering projects during the otherwise slack periods. A mechanical engineer develops a machine which does the work of fifty men, and labor kicks. A year later that very machine enables expansion of the industry so that 100 men can be employed where fifty were needed before, and labor smiles gratefully. A chemical engineer discovers a process whereby better cotton can be made from a weed, and a new industry springs into being. The railroad, the automobile, the radio, and now the airplane, have all heaved with tremendous force against the tide of civilization to change the course of human progress.

In all these evolutionary, sometimes revolutionary, advances, the work of the engineer has been foremost. He has in his power, more so than men of any other profession, forces which may disturb the economic balance of present day complex and very sensitive human relations. He should be very well aware of his peculiar advantage.

Importance of Diction

Armour is not a trade school; it is an engineering college of the first order, and as such, poor diction and correct pronunciation are as essential to the student's education as mathematics. The application of geometry and calculus is more necessary while in college than is good English, but when the graduate enters the business world the relative importance of the two is reversed. Can you imagine the division engineer of a railroad saying to his superiors, "This here is a idea I got of why it don't work"? Phrases involving errors similar to the ones in the above sentence may be heard wherever the student is given an opportunity to recite. In a senior class recently, it became necessary for the professor to call the attention of the students to their errors in an attempt to reduce them. A condition becomes serious when consideration is given by those who have no apparent interest in such "details."

The matter of proper pronunciation is a factor that must be given special attention. Words such as "apparatus," "economics," "detail," etc., which form a portion of every engineer's vocabulary are often taken as matter-of-fact and the correct or preferred pronunciation never investigated. It is highly probable that in effective speech, poor pronunciation does more to condemn the speaker than good pronunciation would justify. This merely indicates that although good pronunciation will not put a person in a class by himself, it will keep him out of an undesirable one. —F.F.

"THE SLIPSTICK"

Cleave to "The Slipstick"; let the Slapstick fly where it may.

A murdered man, ten miles away, Will hardly shake your peace, Like one red stain upon your hand; And a tortured child in a distant land Will never check one smile today, Or bid one fiddle cease.

The News It came along a little wire, Sunk in a deep sea; It thins in the clubs to a little smoke Between one joke and another joke, For a city in flames is less than the fire That comforts you and me.

The Diplomats Each was honest after his way, Lukewarm in faith, and old; And flood, to them, was only a word, And the point of a phrase their only sword, And the cost of war, they reckoned it In little disks of gold.

—From "Wine Press," by Alfred Noyes. A Scot named MacIntosh had an argument over his cab fare.

"Do you know who I am?" he said proudly, "I am a MacIntosh." "I don't care if you're a new umbrella, I'll have to have my fare." —F.B.A.

Helpful Hints to M. E.'s

Probably the most annoying noises in most cars would be completely and permanently eliminated if the drivers were to clamp down upon the nut which is usually found on the front right hand seat. —Freddie.

Dumb: Gee, that's a snappy plaid tie. Dumber: Sure, but it chokes me. Dumb: How come? Tight? Dumber: Yea, Scotch. —Tomthumb.

Contributor Kenny remarks that because of his marvelous knowledge of mechanics and physics, he is able to say authoritatively that modern dancing is a lot of waist motion.

Honesty, Etc.

M. E.: I want a file. E. E.: Do you want a steel one? M. E.: Naw, I only want to borrow it.

Prof. Gill: Give me the formula for water. Frosh: H-I-J-K-L-M-N-O. What??? Well, you said the formula was H to O. —Freddie.

Some of the occupants of the senior tables in the lunch room seem to be pseudo-seniors, or known in the good old days as mere frosh. Ah, seniors, how you have fallen.

This naturally leads to that immortal verse that runs: Hush, little senior, Don't be so bold. You're just a freshman Four years old.

Prof. Freud (trying to make himself heard): Order, please!

Junior Ch. E. (just waking up): Make mine ham 'n' eggs.

All our boyhood dreams crashed to pieces when Professor Stevens in his talk on railroads mentioned that the president of the line did not start out as the office boy.

The Deans' Office reports that a number of wealthy families are anxious to engage senior chemicals to test their liquor. See Mr. Kelly.

Forget-Me-Not

Not tokens of love from a shy maiden's heart, For which all youth does pine, But messages bearing, "Lest we forget" Are these "valentines" of mine. —F.F.S.

I told her there was a fool in every family and she asked me if I was an only child. —C.R.H.

How is Trognitz getting along? When I saw him last he didn't have a coat on his back. Poor chap, where did you see him? Swimming in the tank.

It is rumored that Professor Leigh claims that if all the golfers in the world were placed end to end they would encircle the earth and there would be six liars left over.

Prof.: Late again. Have you ever done anything on time? Don Williams: Sure—I bought a Ford.

Speaking of signs, what does the one in our local library mean? ONLY LOW TALK PERMITTED HERE —C.R.H.

During the Thanksgiving Recess

Son: Yes, Dad, I am a big gun now at Armour. Dad: Well, then why don't I hear some better reports?

Rather than remind you there are so many days till Christmas, or that you should break off with the girl friend, let us propound a puzzling question that has baffled us. Why is it that freight that goes by ship is called a cargo, and that which goes by car is called a shipment. Why? —A.I.

"Supering"

By H. H. Scheidemantel, '29, Ch.E.

(Ed. Note: Because of the wide and enthusiastic interest among Armour students in the "supering" positions available "back of the scenes" of the Chicago Civic Opera, the following contribution by H. H. Scheidemantel is published in the belief that it will be informative to those who have not had the pleasant experience of "supering," as well as aptly descriptive to those who are old friends of the opera stars.)

The cast of the Chicago Civic Opera Company numbers about 145, of which about 50 are principals, 70 are in the chorus, and about 25 are in the ballet. Some operas calls for a large number of people who are to be soldiers, priests, or slaves. These supernumeraries, or supers, as they are called, are recruited from this and other schools of the city. The supers are supposed to be paid for their services at the rate of two tickets for five performances. The tickets are those that are left over from the public sale. Since so few tickets remain unsold most of the supers are never paid. Supering is, however, a pleasant occupation, and most of the supers are glad to take the knowledge they gain of the opera in lieu of pay.

Pleasant as it may be to hear an opera from out in front, it is in some respects much more interesting to take part in one. There is a fascination in being on the stage dressed in the queerest of costumes. For the time being one forgets tiresome calculus problems, and the data gathered in the physics laboratory that refused with irritating stubbornness to yield the desired results. For the time being one becomes a courtier in some long forgotten court, or a priest serving idols of a civilization long crumbled and buried in the dust.

The stage is much larger than one imagined, and an interesting place, with all its trappings; ropes by the hundreds, curtains, and galleries, and dozens of light banks, all strung around in an orderly disorder. The audience never realizes the intense activity that goes on back stage. A crew of stage hands is kept busy moving things about, either setting the stage for the next act or removing the properties of the last act. An assistant conductor peeps through a hole in the scenery and relays the movements of the orchestra conductor to the chorus singing off stage. Electricians stand before a huge switchboard pulling switches in re-

LETTER-BOX

ATTENDANCE AT GENERAL ASSEMBLIES

Letter to Letter-Box:

At the "pep" meeting for the Armour Crane basketball game, I noticed very few of the students in attendance. This is not a very good indication of school spirit.

I believe that the lunch room, library, and other rooms in the school should be closed during the time of the meeting. I also believe that we should have a so-called flying squad to direct some of the students to our assembly hall.

Let's get out about three or four hundred rooters, and probably we will be able to have the school band attend, and show other schools our spirit. Students of other colleges playing Armour have always said to me, "Where are all the rooters?" They are more surprised when they find that the admittance is free to them.

I suggest that we have a homecoming game with the whole school attending. A parade from the school to the Armory with the band at the head would show other schools that our school spirit is not entirely dormant. Edward J. Stehno, '31.

sponse to signals from somebody in the wings or in the audience. Stars wait for their cues at their entrances softly humming the arias they are about to sing. Their maids hover near them with wraps and boxes of make-up. Some few misguided supers waste their time trying to become acquainted with the girls of the ballet who condescend to answer in monosyllables. Men from the props department sort and count small props into special boxes built for them. The wig man goes about with his comb looking for stray locks to straighten. Supers are everywhere, constantly in the way. They are shooed from place to place when their curiosity to see all they possibly can makes them a nuisance to those who have much work to do. The entire atmosphere back stage seems to be one of high tension. There is so much work to be done, and so little time in which to do it that everybody concerned with the production of the opera is usually under an intense strain. All the audience sees is the opera proceeding smoothly, faultlessly, without unnecessary delays. Considering that this is the result of the combined efforts of a large num-

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DEAN PENN RETURNS

(Continued from page 1) part of the locomotive resembles an ordinary hoisting engine. The boiler is of the multi-tube type patented in 1808 by Colonel Stevens.

The fuel was wood, as coal had not yet come into use in that part of the country. To eliminate friction, the wheels had no flanges, but two collars were built down from the body and pressed against the rails from the inside. The original speed at maximum was six miles per hour, but the Pennsylvania Railroad with tighter joints and packing has been able to obtain greater speeds to approximately ten miles per hour with this replica of the original engine.

The Inquiring Reporter

Question: Do you think that the Armour Engineer should be issued monthly instead of quarterly?

Clifford Romine, '29, M. E.: I don't think so. It takes a long time to get the material together which goes into the Engineer. If the editors were rushed, the articles would suffer.

L. Muller, '32, C. E.: Sure. The Armour Engineer keeps the students informed about engineering work going on outside of school, a very important point for a man desiring to become an engineer. It also gives room for news which is of a type which cannot be used in the Armour Tech News.

Ralph Lake, '32, E. E.: I think a better paper can be put out if it is issued quarterly. There is more news and more time for the publication of the magazine.

Thomas McGill, '32, E. E.: I think that if they could put out a paper every month which would be up to the standard of the last issue of the Engineer, it would be worth while issuing it monthly.

A. Augustine, '29, F. P. E.: No. With all the engineering features which go into it, the amount of work it involves is too great to have it issued every month.

A. E. Wierzbowski, '32, C. E.: If the Engineer were issued monthly, it would seem more like a bigger and better magazine, and compare more favorably with monthlies issued by other colleges.

R. Shoan, '30, Ch. E.: No. The Engineer seems to be having plenty of trouble getting the amount of material it has in it in the required time. If it were issued monthly, there would be just that much more trouble.

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