

Aero Exposition Is Leading Attraction Of City This Week

Gaudy Planes, Wonder Engines Feature

Brilliant, colored bodies, glittering propellers and black motors make a wonderland of engineering dreams of the International Aeronautical Exposition being given this week at the Coliseum, Greer building, and First Regiment Armory. All the modern types of planes are represented among the eighty-one air craft, with both American and foreign products sharing the honors of the exhibit. Huge crowds through the exhibits daily.

Perhaps the two most popular exhibits are the largest, and the smallest; one a huge Martin bomber, with a sixty-five foot wing spread, the other, a small "air flivver" to be built by the purchaser and costing less than two hundred dollars.

Among the notables attending the show are Eric Nelson, Leigh Wade, and Jack Harding, three of the "Round the World" flyers of several years ago; Margaret Stinson, famed woman flyer; Anthony Fokker, air plane designer and head of the aircraft corporation bearing his name; C. M. Keyes, chairman of the board of directors of the Curtiss Co.; Harry Gugenheim, millionaire aviation enthusiast; William P. McCracken, Ass't Secretary of Commerce.

A striking display is a two passenger sport plane of popular price, hanging high above the crowd, banked as if for a vertical turn.

A special post office for air mail has been installed by the U. S. Post-office department in the Coliseum building, which will accept letters to be sent by air mail to any part of the U. S. A special postmark is used to distinguish the letters from regular airmail letters. All of the large air mail contractors had exhibits.

All-metal planes were present, and also some of wood. Monoplanes and biplanes shared the honors about equally. All of the smaller planes and most of the larger planes had engines of the tractor form, instead of the pusher type. Radial engines of the air cooled type are the most common, although some cylinder in-line engines are displayed. Some of the engines with cylinders in-line were air cooled and some water cooled.

Special attention was attracted the showing of large and luxuriously equipped air liners, affording all the comforts of Pullman travel without the accompanying dirt, smoke, and jolting. There were also two large commercial planes, made entirely of metal, and manufactured by Ford, fitted out for advertising purposes. In comparison with these two behemoths of aviation were the small sport and pleasure planes for the private owner. At present there are over 4000 privately owned and operated planes in this country.

Motion pictures were plentifully used to show the merits of various products.

SENIOR CIVILS VISIT NEW WEST SIDE SEWAGE PLANT

Wednesday afternoon, December 5, the Senior Civil class made an inspection trip to the new West Side Sewage Treatment Plant under construction at 5200 West 39th street. This is one of the latest types to be developed. It will, when finished, handle sludge from the North Side Sewage plant. Professors Stevens and Wells accompanied the students.

H. H. Gerstein, '22, Assistant Sanitary Engineer for the City of Chicago, will speak to a meeting of the W. S. E. this morning at 11:30. His subject will be "Water Supply." The meeting will be held in Room B, Mission, according to Edward H. Moore, '29, president of the Student Branch of the Western Society of Engineers.

ANNOUNCEMENT

The Deans' Office desires to announce that the Christmas Holidays begin Monday, December 24, and continue through Saturday, January 5. No men will be excused from school, before or after those dates, for any reason. This means that men will have to be present at classes on Saturday, December 22, and again on Monday, January 7. The Institute will be closed between these two dates.

Civil Alley Raided In Huge Mass Attack

A prelude to the freshman-sophomore class rush held in the spring was enacted on Tuesday of last week when non-civils conducted a wholesale raid on "Civil Alley" in the basement of the Mission Building, in an attempt to push through the private quarters "en masse." Complications arose due to the fact that there were no distinguishing colors for the battlers, but this did not destroy the effectiveness of the fracas since the non-civils were all pushing in one direction and the civils in the other.

The Reason for the Attack

The reason for the rush as given by the non-civils was because the civils have recently prevented anyone who is not a member of the "Alley" from taking the short cut through the basement of the Mission Building. Hence, they gave warning to the civils that they would be raided at 10:30 on the day in question, and both parties to the fray turned out in large numbers.

The Civils' Explanation

The civils were asked the reason of why they prevented the non-civils from going through their quarters. The cause of their belligerency dated back to those first few cold days in November when non-civils began parading through the sanctum under the Assembly Hall and invariably felt the south door half open to let the wintry breezes cavort. The civils, with a view to their own comfort, decided to make all trespassers either close the door tight or go around the outside of the Mission. The door was still not awarded its due amount of attention by the intruders, so the civils took action and "tossed out" anyone who did not close the door. This antagonism progressed to the point where no one except themselves was allowed through the basement at certain times of the day.

The Value of "E" for Glass

The "Big Push" was progressing royally with the civils outnumbered but having the advantage of position with the aid of two old pianos. The attack was being conducted from both ends of the "Alley" with no advantage to either side when some curious Fire Protec who is taking Strength of Materials thought that the time was opportune to test the Mc/I value of the plate glass window in the disputed door. Evidently the results were disappointing and on attempting to determine the modulus of rupture, the specimen suddenly separated into several fragments. Immediately the attackers and the attacked decided that they had better attend the 10:30 classes, and everyone dispersed, with the civils claiming the victory since no aliens passed through the "Alleys." At 11:30 a new glass was in the door to keep the quarters warm.

Apropos of the incident, Professor Leigh could not refrain from voicing his reaction toward the serious possibilities presented by the clash: "If the electricals had broken the window in the basement of Armour Mission, it would have been a current event, but you can not get a civil word out of those who did it!"

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Edison Man Tells Of Opportunities

T. G. Le Claire, Field Engineer of the Edison Company and Secretary of the Chicago Section addressed a meeting of the A. I. E. E. Monday, Nov. 26, 1928, in Science Hall. Mr. Le Claire, a graduate of the Engineering course at Idaho University and of a course at General Electrical Co. of Schenectady, spoke on "Opportunities in Engineering."

"Absolute faith in the future of Electrical Engineering and Keeping in touch with the engineering societies are elements of success in the engineering utility field," said Mr. Le Claire. The first reaction of the student after graduation is to revolt against the great amount of detail work required. Mr. Le Claire advised that honesty, enthusiasm and optimism are the qualities for success and advised all men "to stick to it."

FRATERNITY NOTES

Beta Psi announces the initiation of three of last year's pledges; Richard Stevenson, Walter Breh, and Wilbert Deering, also the pledging of Alton J. Jungels and W. M. Miran.

The Theta Xi's will give a dinner and dance at its house on Sunday, December 16.

Phi Pi Phi announces the establishing of the Rho chapter at St. Lawrence College, Canton, N. Y.

The Phi Pi's opened their basketball season with a 43-11 victory over Barry Memorial on Wednesday, November 28.

FROSH SMOKER WEDNESDAY

(Continued from page 1, col. 1) of Engineers are located on the 12th floor of the Engineering building, at Wacker drive and Wells street. Other members of the committee besides Chapman are H. Hendricks, P. Abrahamson, R. Fairbanks, and F. Ollison.

Holland Tunnel Topic Of Morgan Park Talk

"The Holland Vehicular Tunnel," was the topic of a talk given by Professor J. C. Penn, Dean of Engineering, to the members of the Physics-Chemistry Club of the Morgan Park High School yesterday afternoon. This organization is composed of students who are taking Physics and Chemistry, and who are especially interested in learning more regarding the practical sides of these fields.

Dean Penn's speech dealt chiefly about the part these subjects played in the construction and maintenance of the tunnel. This bore, connecting Manhattan and New Jersey, consists of two tubes, each of which carries two lanes of traffic moving in the same direction. Although in operation for only a little over a year, it carries 25,000 cars daily, about twice as many as estimated.

From an engineering viewpoint, the most important problem in maintaining the tunnel is that of ventilation. The system constructed provides fresh air at all times and carries off the fumes of the automobile exhausts.

Student Talent Is "Engineer" Feature

(Continued from page 1, col. 4)

C. G. Anderson, '30; F. C. Ong, '29, Assistants.
B. H. Roffee, '30; C. E. Morris, '30, Assistants.
L. P. Brown, '29, Business Manager.
C. J. McDonald, '29, Circulation Manager.
H. H. Stebbins, '30, Assistant.
R. L. Picchetti, '31, Assistant.

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Cycle Still Needs Soph Assistants

More Sophomores and Freshmen are needed to act as assistant editors to aid in the publication of the Cycle. Students who are interested can get information from the editor, Boyden W. Hindman, '29, E. E., or from any of the assistant editors.

Photographs, which will be an important feature of this year's Cycle, are needed by Philip S. Kjellgren, Photography Editor.



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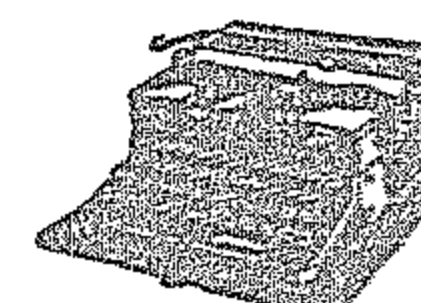
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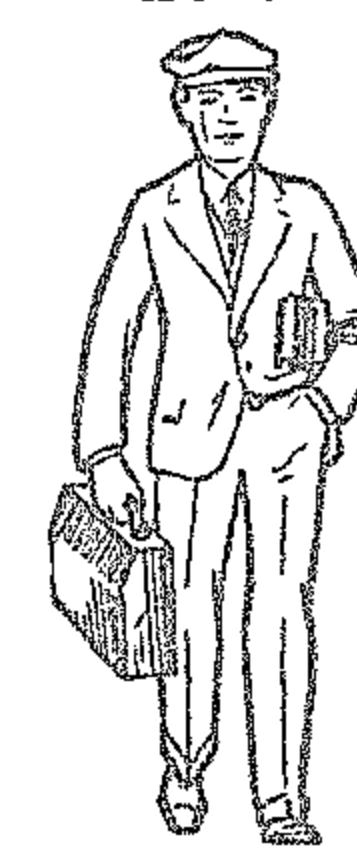
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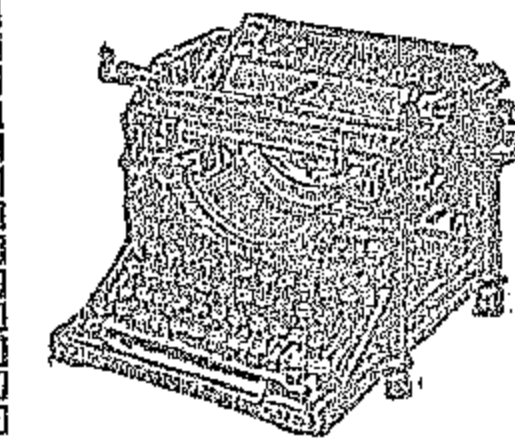
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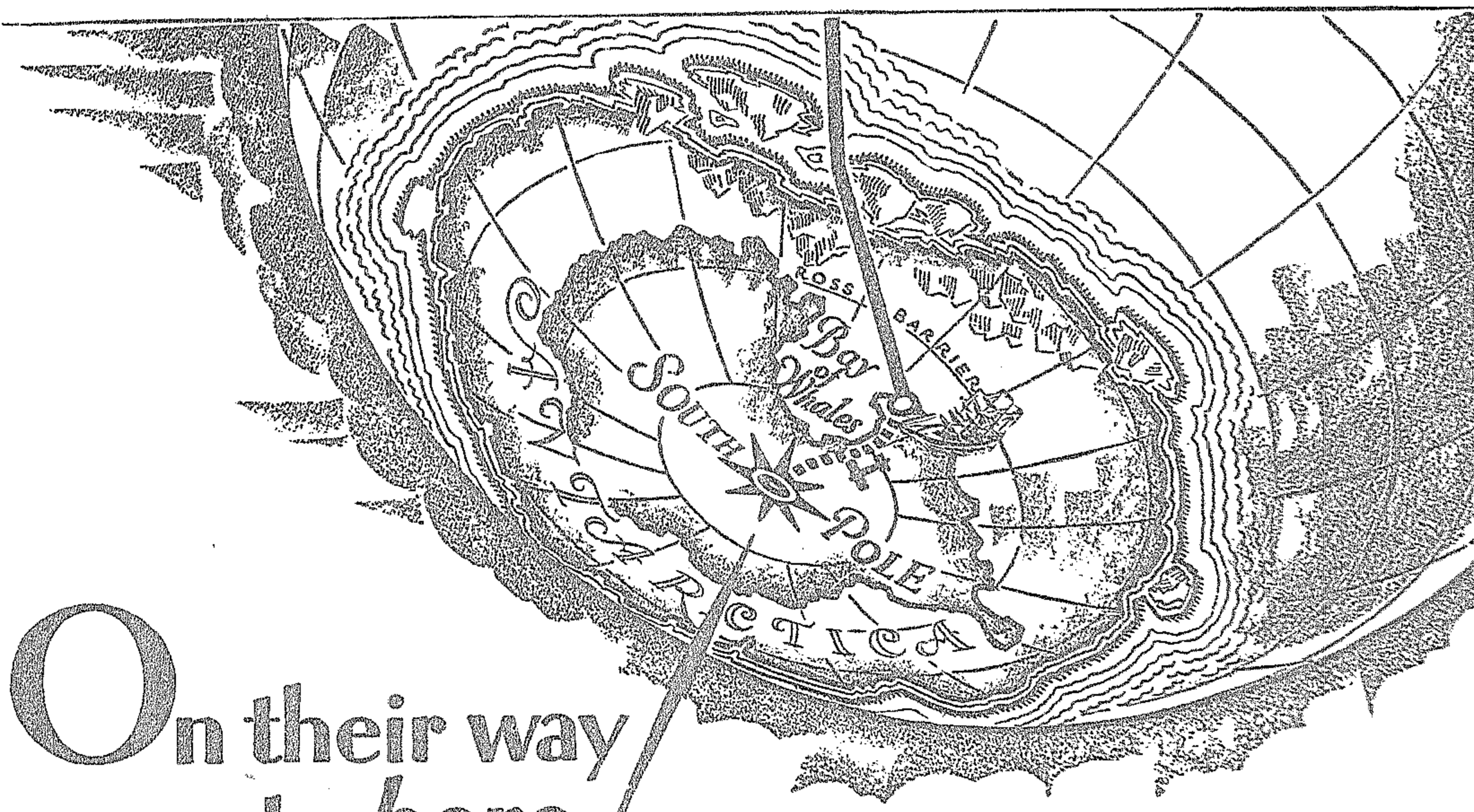
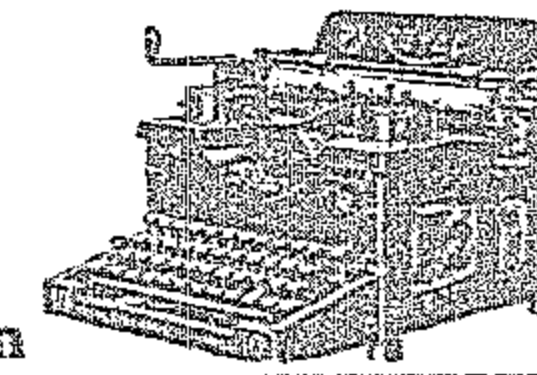


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