

ARMOUR TECH NEWS

Student Publication of the
ARMOUR INSTITUTE OF TECHNOLOGY



CHICAGO, ILLINOIS

Published Weekly During the College Year

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Vol. II. DECEMBER 20, 1928 No. 13

FOR UNTO YOU IS BORN
THIS DAY IN THE CITY
OF DAVID A SAVIOUR, WHO
IS CHRIST THE LORD.
—Luke 2:11.

Greetings

The staff of the ARMOUR TECH NEWS unites in wishing the faculty, the students, and the alumni of Armour Tech a very merry Christmas and a happy New Year.

On Eligibility of Class Officers

As an aftermath to the class election fracas early in the semester, we are hearing howls of protest on many sides from seniors who are distressed with a new phase of the class election controversy. The cause of the rum-pus now seems to be the scholastic status of the vice-president of the senior class, who it is said, will not graduate in June. Demands have been made on the NEWS that it should take a definite stand on the matter.

In answer to these worried seniors, we do not feel that it comes within the scope of our editorial policy to make any demand for action on this question. To our minds, it is a matter of business to the senior class only. As we recall, the election proceeded in perfectly legal fashion, as far as class elections go. The officer in question was even elected by a considerable majority. Evidently the seniors were perfectly satisfied at that time to have as an officer one who was not to graduate with their number.

If the majority given to that candidate at the time was because of a lack of information regarding his possible eligibility for office, then again the blame falls to the senior class and no one else. They should give more strict attention to what they are doing, so that they won't have any cause to regret any action later on. No constitution or by-laws were read at the meeting. Furthermore, as far as we know, the by-laws contain no detailed eligibility rules for vice-president. Still worse, so far as we know the class has no constitution or by-laws. Under such conditions it is to be expected that irregularities from rules of order will occur.

If the class is particularly fussy about the eligibility of their executives, it may as well carry the matter to its logical conclusion by barring February, 1930, graduates from serving on the class committee.

Again we wish it made clear that it is none of our business. If the contingency deserved attention, it should be brought up as regular business at a meeting of the class.

When a true genius appears in this world you may know him by this sign, that the dunces are all in confederacy against him. —Swift.

SYMPATHY

As spokesman for the student body, we wish to extend to Lawrence A. Scully, M. E., '29, our deepest sympathy on the occasion of the tragic, though heroic, death of his father, who, in the face of violence and death from organized terrorists, had the courage to fight to the last ditch for the preservation of the principles of justice, law, and order.

"THE SLIPSTICK"

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

In answer to those who vainly sought the humor in the title poem last week, may we say there was none; but a canny contrib has pointed out that a little misreading will easily convert the thing into a poem fit to be classed as the student's epic, or the answer to the great question of "Why Study?"

Think—and Lose

If you think—you are beaten—you are;
If you think—you dare not—you don't;
If you like to win, but think—you can't
It's almost a cinch you won't.

If you think—you'll lose—you're lost;
If you think—you're outclassed—you are;
If you think—don't—think what 'twill cost
It's almost a cinch you won't. —C. E.

Here's the Dirt

Co-ed No. 1: Oh, look, the players are all covered with mud. How will they ever get it off?
Co-ed No. 2: Say, what do you think the scrub team is for? —Freddie.

History of Civilization I.

(As it probably actually happened.)

Eve's faith in Adam's omniscience was beginning to wane. Things got that way, even in Eden.
"Yesterday you told me that animal was an antelope. Today you say it's a giraffe. What's the big idea?"
"It was an antelope yesterday," Adam defended himself. "Didn't you ever hear of evolution?"

Tempus Fugit

Dad: So you sent your son to Armour? What is he doing there?
Other Dad: Ageing.

A brief week or so ago the Tribune, our esteemed contemporary, ran a little item announcing that the chemists have succeeded in producing artificial lemonade. In the near future one will probably step forward to the counter and, taking a deep breath, ask for a glass of XYLOTRIHYDROGLUTARIC ACID.

Snippyshots

Steinert: May I have the last dance with you?
She, It, or What Have You: You've just had it. —Freddie.

"Hold Everything!"

'Tis the last day of classes
Of nineteen-twenty-eight,
And no more goll-dinged homework
Until some future date.
Two weeks' vacation, gee!
With Christmas mixed between,
Calls for heavy concentration
Upon my sheba queen.
The least's been said, but anyway
I'd like to meet the one
Who said there ain't no Santa Claus,
I'd knock him down, by gum! —F. F. S.

Miss Steele recommends that to distinguish between a professor and a student, merely give him a book. If one reads it, he's the professor; if he merely writes his name in it, he's the student.

A Very Short Play in One Act

Scene: Any fraternity house on Michigan Avenue.
First Collegian: Well, how do you like my new shirt, now that you've been wearing it all day?
Second Collegian: Oh, it's all right, but the cuffs don't take ink very well.
Curtain falls with a rush.

Procrastination

Prof. Haggard: Young man, I'll teach you to sleep thru my lectures.
Stude: You're too late, professor. I've learned already.

We are glad to announce that the column has managed to secure permission to publish that famous song known as "Song of the Armour Golf Team. Here goes:
Lives of Golfers all remind us
We can top and slice and hook,
And departing leave behind us
Words you won't find in a book.

"FIND SIGNS OF LIFE ON VENUS," Chi. Her. Ex.
The lousy things ought to be fumigated. —J.E.B.

The students at the U. of C. are reported to be going around moaning and wailing since the school has closed and thus eliminated finals.

Echo: Why did I wanta be an engineer instead of a lawyer.

Confidence is Supreme

Surgeon (to attendant): Go and get the name of the accident victim so that we can inform his mother.
Attendant (later): He says his mother knows his name.

I've got it all planned out. Monday, Dec. 24 I'm going to set my alarm clock for six-thirty, and when the darn thing goes off I'm going to hurl at it, in rapid succession, a physics book, a calc book, and several other tomes, and make a series of faces, whereupon I shall utter several uncomplimentary phrases, and proceed to knock off four more hours. —AL.

Book Reviews

By JOEL M. JACOBSON, '29

"Dear Brutus," by James Barrie

No matter what one asks of a play, he will find it in "Dear Brutus," playing at the Goodman Theatre this week. It is labeled comedy but may as well have been called tragedy, drama, or what have you. The main theme is a serious one,—what you would have done with your life if you had another chance. No better, perhaps, as was the case with most of the characters in the play. The comedy enters only in the smart repartee, and in the exaggerated love making. The awakening, the discovery that their chance was only a dream, also provides part of the humor which justifies the play's label. The name is symbolic and comes from a quotation in Shakespeare, "The fault, Dear Brutus, is not in our stars, but in ourselves, that we are failures." We are not what we make ourselves, it is true, but whether or not we would make ourselves differently if we had a second chance is the problem of the play. James Barrie has in no way solved the problem but has merely presented it to us in a way that makes one think seriously about it. The value of such thought is another question.

"Power," by Leon Feuchtwanger

This German author has given us a book which is one of the best of the year. The futility of power when contrasted with other things in life is the main thesis, the thrill of running things, of being the man who rules the rulers, being clearly presented. The story is laid in Germany about the 16th century when the Jewish traders—the Rothschilds, the Oppenheims, and the Tandauers, controlled the world's commerce.

Fire Protects Inspect
Illinois Steel Plant

Tuesday afternoon, December 18, the Junior Fire Protects made an inspection trip through the mills of the Illinois Steel Co., a subsidiary of the United States Steel Co., at 91st St. and the lake. Professor John J. Schommer was in charge of the trip. The route included the viewing of blast furnaces, Bessemer converters, open hearth furnaces, special electric furnaces, rolling mills, and machine shops. Thirty students were present, the class containing thirty-five members.

Perhaps the most interesting process was the making of alloy steels. One furnace was tapped for the students to see it, pouring twenty-five tons of molten chrome-vanadium steel into the ladle. Each furnace had three huge electrodes, with 2400 amperes on each. The largest furnace in the place was a huge Bessemer converter, which filled a 140 ton ladle at one pouring.

Several Armour graduates are employed in the engineering and executive departments of the company.

Several Men Assist In
Distribution of NEWS

At this time we wish to publicly thank the following men for their work in the circulation department of the paper. By their assistance to John Gamble and John Barman, they have enabled the NEWS to appear on time every issue this semester. The men are:

J. S. Meek, '30
L. W. Booker, '31
A. S. Lenke, '31
Carl H. Johnson, '30
F. W. Spalding, '31
S. H. Anderson, '32
G. Reichle, '30
A. H. Jens, '31
E. J. Wiltrakis, '32.

Grad of Civil Dept.
Killed In Auto Wreck

Mr. Richard D. Ruddock, C. E., '26, of 213 Center Street, Wheaton, Illinois, an employee of the Cook County Highway Department, was killed in an automobile accident near Joliet, Illinois, on Sunday evening, December 16. Mr. Ruddock's untimely death was a shock to his friends and is grieved by those at the Institute. He was a member of the Delta Tau Delta Fraternity.

Freshmen!

AT LAST—A DICTIONARY OF
CHEMICAL EQUATIONS

Containing twelve thousand completed and balanced equations, classified and arranged for ready reference

IN THE

ARMOUR TECH BOOKSTORE



Railway Valuation

A railroad must do more than pay merely its operating expenses and taxes; it must also earn a reasonable margin over these payments. This margin, known as "return" or "net railway operating income," should be large enough to take care of current capital expenses, such as rent of leased lines, interest and dividends, besides providing, if possible, a surplus for reinvestment in the property. Although this item of return is one of the smallest that comes out of a railroad's operating revenues, it is the most important, for it is the one which assures the continuance of service.

The government, besides regulating railway rates, also attempts to regulate return. This end is sought, under the present law, by fixing the relationship which the margin of income above expenses and taxes shall be allowed to bear to some consistent measurement of the value of railway property—in this case, the current valuation of railway property is determined by the Interstate Commerce Commission. The relationship at present prescribed is 5 3-4 percent. There is no minimum below which earnings may not fall, hence there is no guaranty; but there is a maximum of 6 percent, above which point excess earnings of an individual road must be divided with the government.

In the eight years since the enactment of the present Transportation Act, railway earnings subject to recapture have been negligible, while the railroads as a whole have lacked approximately \$1,500,000,000 of earning the fair return to which the Interstate Commerce Commission has held they are entitled.

The basis for the rate of return at present prescribed is a tentative valuation estimate that was made by the Interstate Commerce Commission eight years ago as brought up to date from year to year by the addition of the money invested since then in property improvements. The work of arriving at a final valuation figure has been in progress for fifteen years and has cost to date more than \$130,000,000, of which the railroads have paid more than \$100,000,000, and it is not yet complete.

Other measures of railway value, not to be confused with the one described above, are the roads' own records of the amounts actually invested in their properties, the par value and the market value of their stocks and bonds and the cost of reproduction less depreciation, if any. These five values have no essential relationship to one another, but railway men expect that the government's final valuation figures will closely approach if not equal the roads' own figures of property investment and that both will exceed by a considerable margin—as the latter now does—the par value of their stocks and bonds. Constructive criticism and suggestions are invited.

L. A. DOWNS,

President, Illinois Central System.

CHICAGO, December 15, 1928.