

Swimmers Face Crane In Opening Meet Of Schedule Wednesday

Expect Four Lettermen To Be Backbone of Team

The opening meet on the schedule of the swimming team will be with Crane Junior College next Wednesday, January 16. Walter Trognitz, '30, who is captain of the mermen, and three other letter men of last year, Strauch, McLane, Dittmer, are expected to keep the Crane men worried, while the new members of the team, Vander Velde, Filmer, McInerney, Brown, and Stempel, are expected to add to Armour's possibilities.

The meet is due to start at 3:30 P. M. Zolad is manager of the organization.

Faculty Biographies Soon To Be Featured

Starting next issue, a series of short, informal biographies of members of the faculty and other men connected with the Institute will be run, a new one appearing every week.

The first article will be on Dr. H. M. Raymond, and is being prepared by T. J. Leardi, '29, C. E. A picture of the man will appear with each article.

The purpose of the articles is to provide the student with a more thorough acquaintance of the faculty members, many of whom are nationally prominent in their respective fields.

The issues next semester will appear as usual each Thursday morning. No issue will be brought out during examination week, but an issue will be published on the Monday of the first week of the new semester, which day falls on February 4. Second semester subscriptions will be received on that day, which is also Registration day.

Student Jobs In 1922 Different Than Today

The recent questionnaire filled out by the students as to the amount of tuition and expenses earned brings to mind a similar questionnaire filled out by the student body in 1922. A total of 626 men answered the first questionnaire. The information was printed in the May, 1922, number of the Engineer, and appeared in the "College Notes" section.

Nineteen students recorded themselves as not being citizens of the United States. About one half of the students worked during the summer, the number of men performing work for which they received pay being 326. One stated that he paid an income tax. (Prohibition had been in effect some two years then.)

Among the various jobs held by students were dairy helpers, farmers, magicians, barbers, musicians, painters, oiler on lake boats, social workers, boiler maker, firemen, engineering, waiters, chauffeurs, bricklayers, radio operators, and various other jobs. One man was employed as a fire insurance inspector; today there are probably 120 students employed in the summer in this work. There were more men listed as working as farmers during the summer than engineers. The leading profession was salesmanship, with 54; next came drafting with 41.

NOTICE

The last laboratory period in Physics for the semester will be Jan. 22, 1929, according to Prof. Doubt, head of the Physics laboratory department. All reports to be credited on this semester's work must be handed in on or before Thursday noon, January 24, 1929.

Stebbins, Zwart, Frost, New Campus Club Heads

Herbert H. Stebbins, '30, M. E., was elected president of the Campus Club at an election held last Friday. Maurice Zwart, '29, M. E., was made vice-president, while Alexander J. Frost, '30, M. E., became Secretary. These men will be officially installed next week.

FOR QUALITY AND LOW
PRICES, EAT AT
BAUER'S
RESTAURANT
INDIANA and 31st STREET

Cable Manufacture On Screen For A.I.E.E.

A time-reel film showing the manufacture and installation of cables, furnished by the Okonite Cable Company will be featured at the A. I. E. E. meeting in Science Hall Monday at 11:30 A. M.

Two student papers will also be presented. These are "Electric Drives for Automobiles," by Edward Gross, '29, E. E., and "Electrical Industrial Trucks," by Ernest Michelson, '29, E. E.

As this is the last meeting of the semester all members are expected to be present to hear several important reports.

Improved Airplane Tested At Newark

An interesting test of an original airplane design took place last Saturday at the Newark, N. J., municipal airport. The plane tested was a twenty passenger monoplane powered with two 650 H. P. Curtis engines. The two motors were paired under one cowl; and the cabin, 11 feet by 20 feet, is placed directly behind them, the entire fuselage being built as a typical wing section of extreme chord, so as to minimize its drag. The lift of this type of body is considerable, as much as four pounds per square foot, so that the landing speed is reduced 12 percent. Two advantages were thus obtained, ample cabin space and low landing speed. The designer is Vincent Burnelli, who was financed by Paul Chapman of this city.

THE PLACE TO EAT
TRIANON CAFE
PLANOS BROS., Props.
3034 Indiana Avenue
Special Student Prices

FRATERNITY NEWS

Delta Tau Delta

J. M. McAlear, '31, M. E., has just returned from a two weeks' confinement in the Mercy Hospital, where he has been ill with the flu. J. R. McLane, '31, Arch., is on the convalescent list after being ill with the flu.

In recent elections: Harry Nissen, '29, C. E., was elected to the office of Recording Secretary, this office was vacated by J. E. Ransel, '30. Frank Aste, '30, F. P. E., was elected to the office of Corresponding Secretary, this office was vacated by C. F. Somerville, '30.

Phi Pi Phi

Phi Pi Phi wishes to announce the initiation of Edward Erland, '30, F. P. E., on January 11, 1929.

Theta Xi

Theta Xi will have an Alumni Smoker at the Chapter House Thursday night, January 24, 1929.

Rho Delta Rho

Rho Delta Rho inaugurated the new year with a dance at the Chapter House January 4, 1929. The house was decorated by the architects in a modernistic manner, flashes of color supplying the predominating effects.

12,000 completed and balanced
Chemical Equations
Classified for ready reference.
At HALF regular PRICE in the
ARMOUR TECH BOOKSTORE

Rexford & Kelder

Largest University Clothiers
in the West

25 Jackson Boulevard East

7th Floor

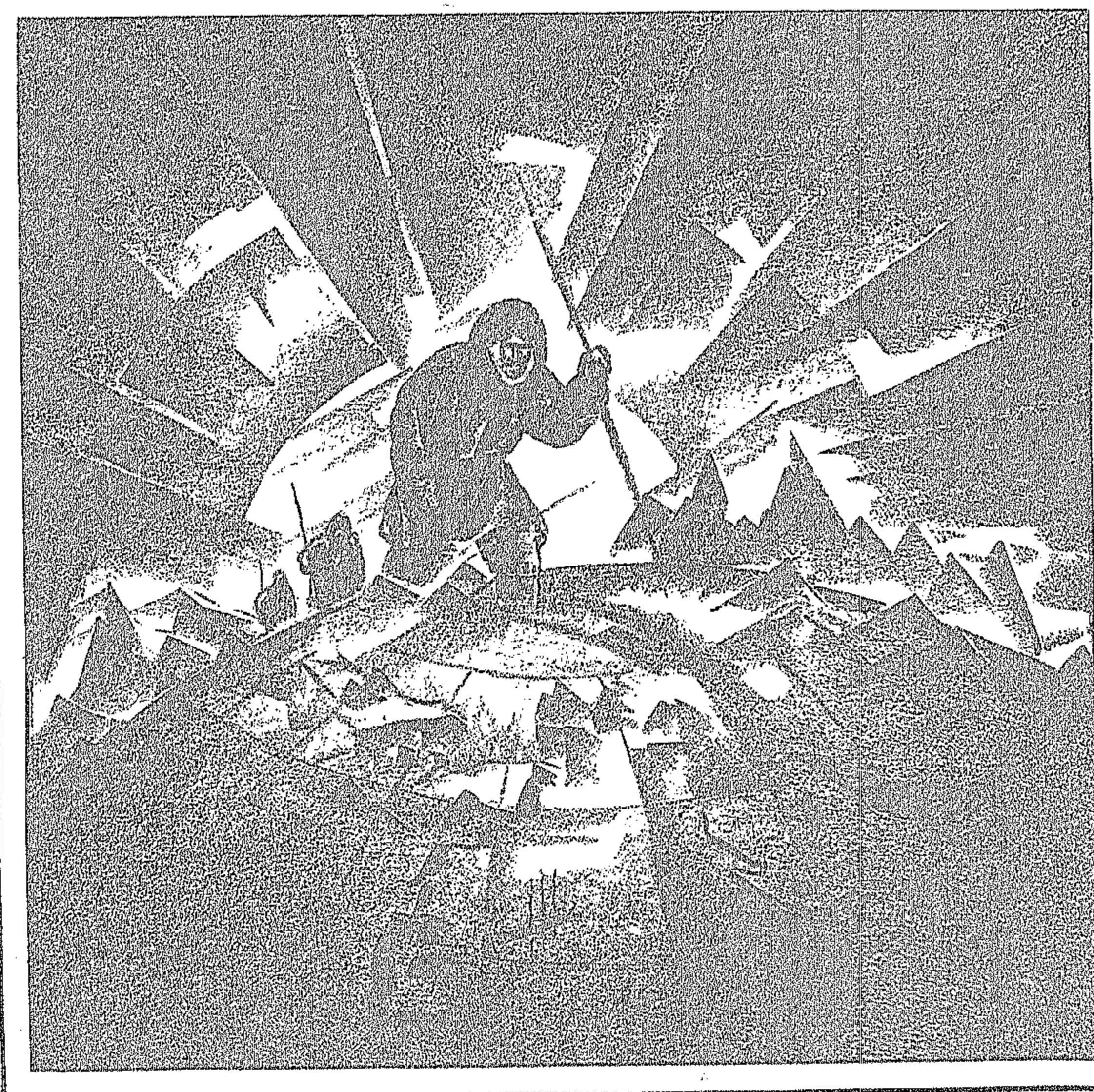
WILLIAM H. BERRY, Representative

BECKWITH IRON WORKS, Inc.

STRUCTURAL STEEL
ORNAMENTAL IRON

544 West 79th St.

Triangle 1600



A pencil put Peary on top of the world

OTHER explorers had great personal courage, unlimited energy and vision untrammelled; and failed. But Peary had one thing more.

He had the grasp of every detail—as seen in the care which guided the pencil in his frost-cramped hand. After each day's march he calculated a methodical course to make sure of

the next day's progress to the Pole.

To face each day's reckoning as if it were the most important of all days is characteristic of men in the telephone industry. That viewpoint, expressed in the varied terms of applied science, laboratory research, financing and management, guides Bell System men in their respective fields of public service.

BELL SYSTEM

A nation-wide system of 19,000,000 inter-connecting telephones



"OUR PIONEERING WORK HAS JUST BEGUN"

Telephone: REPUBLIC 7900

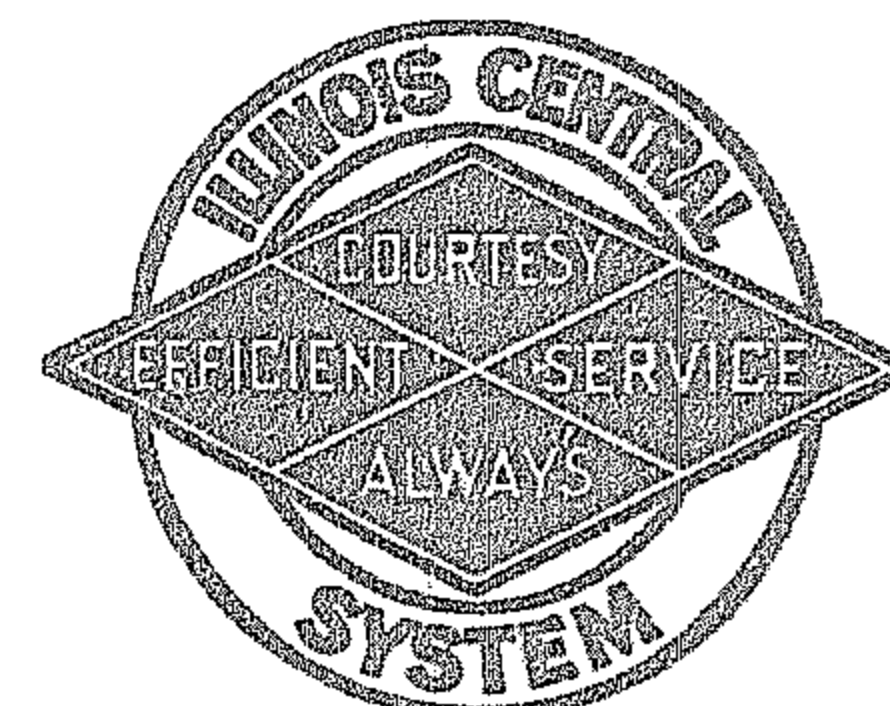
O. M. ZEIS LUMBER CO.

Everything in
LUMBER AND MILL WORK

We Deliver Any Quantity

64th Street and Irving Avenue

patronize our advertisers



Taxing the Railroads

The railroads of the United States at present pay approximately a million dollars a day in taxes. In many parts of the country railway taxes form the principal support of local governments and make possible good schools, hard roads and many other public improvements which might otherwise be practically unobtainable.

Although railway taxes have increased nearly 300 per cent since 1911 and at present are approximately equal to railway dividends, the railroads have not taken the lead in complaining about tax burdens, because they realize that taxes have increased largely in other lines of business also. The railroads do claim, however, that it is inconsistent to expect reductions in railway rates while taxes and other expenses continue high. They point out further that if reductions in rates are enforced without accompanying reductions in taxes and other expenses, the only alternatives are bankruptcy for many railroads or a deterioration in the quality of railway service.

The railroads, in common with other businesses, must pay their taxes out of their current receipts. This means that every patron who buys a ticket or pays a freight bill is helping to pay railway taxes. Since taxes represent the expense of government, therefore, one of the sound ways to reduce railway rates is to reduce governmental expenses and, as a result, railway taxes.

Not all railway taxes are strictly comparable with taxes in other lines of business. Railroads which received grants of land from the government in pioneer days sometimes had to enter into unusual tax arrangements in return. Besides providing transportation required by the government at reduced rates, the Illinois Central System, for example, has to pay into the treasury of Illinois in perpetuity, in lieu of other taxes, 7 per cent of the gross earnings of its 705½ miles of charter lines. This charter tax is now in excess of what ordinary taxes would be, and the railroad is, in effect, paying for the original land grant at high prices, with interest besides.

Constructive criticism and suggestions are invited.

L. A. DOWNS,
President, Illinois Central System.

CHICAGO, January 15, 1929.

(An essay contest for college and university students in Illinois Central System territory is now in progress. It will close February 28. For details write L. A. Downs, President, Illinois Central System, Chicago.)