

ARMOUR TECH NEWS

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WHEN YOU DEFINE LIBERTY
YOU LIMIT IT, AND WHEN YOU
LIMIT IT YOU DESTROY IT.
—Brand Whitlock.

Progressive Freshmen

New ideas suggested indicate a spirit of progress. New ideas carried out indicate progress.

The freshman social committee, led by David Chapman has not only suggested an idea involving a function never before attempted at Armour, but is busily engaged in carrying it out. The members deserve commendation for their progressiveness.

Their plan calls for a smucker to be attended by the entire freshman class, and by them only. It is a plan based upon Chapman's idea of what the word "social" means, that it is not restricted to a huge ballroom, with a high-salaried orchestra, and swirling couples gliding gracefully over a gilded floor. He conceives the duties of the social chairman as being broader than that he is simply to manage one dance during the school term.

We agree with him. We believe the class social chairmen have within their reach the power to aid appreciably in promoting a more loyal school spirit on the part of the students. The class dances, excellent in themselves, cannot be said to strengthen measurably this intangible something which for want of a better term, attaches to the name of "school spirit." The dances serve an altogether different purpose.

The smoker, or it had probably better be called a stag party, fills the bill admirably. It will enable the students to become acquainted with each other to a wider degree than is possible simply by contact in and out of class. It will tend to balance up the ratio between business and pleasure which is essential to a healthy college life. The students will welcome any and all functions of this nature.

Face To the East

Monday, at eleven o'clock, the whole world paused for a brief period in memory of the brave lads who died on the battle fields of France ten years ago. The whole world was bowed in reverent admiration of the memory of these fallen heroes. And the whole world simultaneously prayed to the Almighty God that nations shall never again see fit to revert to war for the settlement of their difficulties.

This brief but universal meditation upon the horrors of war probably does more to promote peace and understanding between distant countries than any other single influence. May the rite continue in annual observance long after any necessity for anti-war negotiations exists.

Adieu To a Soldier

Adieu, O Soldier!
 You of the rude campaigning (which we shared),
 The rapid march, the life of the camp,
 The hot contention of opposing fronts—the long
 maneuver.
 Red battles with their slaughter,—the stimulus—the
 strong, terrific game,
 Spell of all brave and manly hearts—the trains of
 Time through you, and like of you, all fill'd,
 With war, and war's expression.

Adieu, dear comrade!
 Your mission is fulfilled—but I, more warlike,
 Myself, and this contentious soul of mine,
 Still on our own campaigning bound,
 Through untried roads, with ambushes, opponents
 lined,
 Through many a sharp defeat and many a crisis—
 often baffled,
 Here marching, ever marching on, a war fight out—
 aye here,
 To fiercer, weightier battles give expression.
 —Walt Whitman.

"THE SLIPSTICK"

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

Schommeresque

Lives of football men remind us,
 We should fight to win the race;
 And departing leave behind us,
 Footprints on our rivals' face. —F.F.S.

Have you heard about the terrible catastrophe in Edinburgh? It seems that two racing taxis collided and twenty passengers were killed.

Did He Precipitate?

Dear Al:
The other day I went to one of our amusement parks and I'll be switched if I didn't see one of the chemistry profs on a ferrous wheel. —Bongineer.

Professor: Can you give me an example of wasted energy?
Hellsen: Yes, sir. Telling a hair raising story to a bald-headed man.

A Twisted Tale

That big millionaire standing over there cleaned up a fortune in crooked dough.
 Oho, he was a counterfeiter.
 Not at all. He was a pretzel manufacturer. —Freddie.

ANNOUNCEMENT!!!

I am very happy to announce that my latest book, "Why We Misbehave Like Human Beings," a direct sequel to "Yes, Professors Are Human," is now on sale in Stanley's emporium. A free copy is given with each purchase of a box of safety matches. WARNING! Don't take the matches, you might want to burn the book.

Sprinkle With Salt and Serve Hot

Note on bulletin board—Football badges Fried Nov. 3rd. Wonder how they taste? —Buss.

Chem. Prof.: And what is sand used for?
Sleepy Stude: It's generally used for bathing beaches. —J. G.

GIVE HIM A RHODODENDRON

I just bought a new thesaurus.
What are you trying to do, put a fast one over on me? Those animals have been extinct for over a million years.

Have you noticed Doctor Scherger with a thoughtful look in his eyes and muttering something under his breath. We stole up behind him, and this is what he was saying:

When I go to Deutschland,
 In the middle of next year,
 You'll be drinking ginger ale
 And I'll be drinking beer.

It: I saw a headline in the paper about a man who stole some bugs.
If: Waddya mean, bugs.
It: Why it said, "Man Steals \$5,000 Cash and Flees." —Frank.

While I was rambling around this summer I thought I'd make some conversation with a farmer. So I put on my puzzled look and asked him whether his cow mooed in the morning. Turning on me he spake and said, "Sure, you didn't think it yodeled, did you?"

Just a Smart Fellow That's Not Conceited

Prof. Smith: "The fellow with the best report will be given an hour to read it to the class."
 Meagher: "When do you want me to read it, Professor?" —A. J.

We're Roit Wid Ye, Dalton, Win Yez 'r Riddy

(From Alumnus Column, Armour Engineer, Jan., 1926)
"Raymond Q. Dalton, of the class of '09, sends in some encouraging news for Armour Students who find it hard to break away from afternoon classes, particularly freshmen, sophomore, and junior drawing classes. As stage manager of Balaban & Katz' Chicago Theater he officially advises us that a special afternoon entertainment feature for the benefit of A. I. T. students will be inaugurated, shortly after the necessary arrangements can be completed with the Dean's office."

What makes you think this farmer is putting water in his milk?
I just heard him ask the hired man if he'd watered all the cows yet. —F. E. A.

A robot is a machine without any imagination, in which respect it is inferior to a taximeter. —Allah.

Success

My brother has just made a fortune in fruit.
 Florida oranges?
 No, Chicago pineapples.

It was toward the end of the third act. Emotional silence gripped the entire audience. In a dramatic pose the heroine stood with out-stretched hands and pleaded, "Bread, bread, give me bread for my dying family."—and the curtain came down with a roll. —Jack.

ADVICE TO THE CURIOUS

Query: What is meant by the witching hour?
 Ans.: That is the hour when the professor greets you, saying, "Well, which story is it this time?" —Freddie.

Blessings on thee, little flunk notice, you're a last line in yourself. —AL. AUERBACH.

Book Reviews

"Ambition" by Arthur Train
 Not being very well acquainted with the work of Arthur Train I had no idea what I would run into when I started "Ambition." The writing is rather mottled, good in many parts, trashy in most. It is a story of an ambitious young lawyer who falls for the wiles of a designing and socially aspiring female, regretting the fact all too soon when he meets the only one. The contrast between ambition of intellect and social ambition is none too clearly presented and at best but sketchily drawn. The story has the redeeming feature of briskness. It gets along rapidly. The reader, in a three page whirl, follows Simon Kent from Commencement, through law school, the outbreak of the war, Plattsburg, and France, to his search for a job in New York.

The love scenes remind the reader of Elinor Glyn and other fevered love story writers.

"I love you better than anything in the world!"

"O, Simon!"

"Clarice! My Clarice!"

"They stood there as one, gazing fondly at each other, oblivious to the trucks backfiring in the streets below. Such sounds as reached their ears were but the songs of nightingales."

This is really a quotation from the book, unlikely as it sounds, and not from "True Story." For the reader who asks nothing of a book except that it be racy and interesting, "Ambition" satisfies all requirements. For the student who has no time to waste and wants something substantial Arthur Train will never do.

(Ed. Note: Have you lately heard a play you liked, seen a movie you enjoyed, or read a book that you want someone else to read? Write us your impressions and let us print it. Full credit given to all contributions.)

The Inquiring Reporter

Question: What salary do you think the average Armour student makes ten years after graduation?

C. L. Carlson, '30, M.E.: According to what I have learned in Economics, a man's salary after five years begins to rise or fall according to his class ranking. I think this applies to Armour students so that it would be difficult to state an average salary any time after five years.

James B. Jay, '29, E.E.: About six thousand a year. With the proper political drag, engineering ability, aggressiveness, and opportunities, an average Armour student should be able to do this. An engineer of my acquaintance has informed me that \$300 a month is poor pay for a good engineer.

H. J. Menger, '32, M.E.: About \$300 a month. Engineers of my acquaintance are making just about that much ten years after graduation. After this point, advances will come rapidly or not at all depending on the person.

F. E. Sanborn, '30, E.E.: At the age of from thirty to thirty-five, it seems to me that a man should be making at least \$5,000 per year, with the training given him at Armour Tech. This training gives the average student a great superiority over the ordinary high school graduate. His technical training gives him the power to analyze a problem, condense it, and find a simple, clear solution which is an elementary step on the high road to success.

Leon Fischman, '30, C.E.: From the connections I have made with former Armour men, I imagine the average salary of an architect or engineer ten years after graduation is about \$3,500 per year.

R. C. Schlossberg, '32, Ch.E.: About \$350 a month. Some of them will probably be making as high as \$15,000 a year. I think that the least that any Armour graduates will make is \$150 a month. There may be a few who will become millionaires by patenting some invention or industrial process.

LETTER-BOX

Dear Sirs:

This letter may be directed toward the majority, but it is for the benefit of a few.

I hardly think it is necessary for an apology, but an explanation is necessary in order that the majority may see the circumstances surrounding the cheerleader.

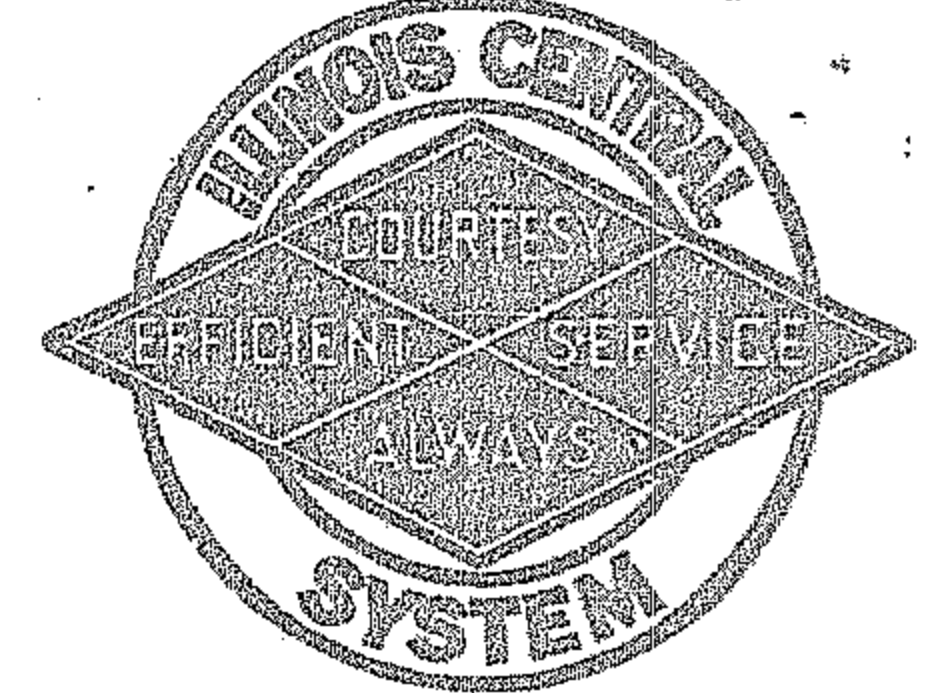
In the first place the cheerleader position is a thankless one, for all that he ever gets is abuse. Much comment has been made in regard to cheering at assemblies. It is my opinion that a yell or cheer expressed as a token of appreciation to any speaker is proper. It will be noticed that a loud applause follows any speaker, so why not go one step further and acclaim his name as though you were

really glad that he spoke? In an institution of our character little chance is had to express our school spirit.

It is true that little or no cheering is done at any of our games, and why? For the simple reason that a group of ten or fifteen scattered students, which is the usual number that attend a game, cannot give a substantial cheer. However, when a cheer is led before the student body a direct criticism is made of the cheerleader.

I wish to correct the opinion that the cheerleader was not present at any of the athletic encounters. If the rest of the student body were present at as many games as he was, there would be no room for comment. So with the opening of the basketball season let me express my hope of seeing more Armour Supporters.

J. J. BRADY, Cheerleader.



Railway Regulation

"More business in government and less government in business" is an honored American doctrine, but there have been and will continue to be notable and unavoidable exceptions to it. One of them is railway regulation.

Because the railroads were public utilities which for a considerable period practically monopolized the transportation field, it was inevitable that they should sooner or later find themselves regulated by law. Effective federal regulation of our railroads has just entered its fifth decade. During most of its history—that is, from the enactment of the original Interstate Commerce Act in 1887 until the end of federal control after the World War, which was marked by the enactment of the Transportation Act of 1920—the tendency of railway regulation was almost wholly to restrict the freedom of the railroads and to hold them in check, in order to prevent rate discriminations and other evils which had theretofore existed.

To the extent that railway regulation ended such evils, it was a beneficial thing for the country as a whole and for the railroads themselves; but when, in the course of its extension, it remained wholly restrictive it was found to have undesirable features which threatened railway credit and the future of railway service.

It is an axiom that the right to regulate entails also the duty to protect. After many years of wholly restrictive regulation, the act of 1920 for the first time recognized the right of the railroads to earn a fair return and directed the Interstate Commerce Commission to see that such a return was earned. The result has not yet been wholly satisfactory from a railway standpoint, but the promise of fair treatment was the impelling incentive behind the marvelous improvement in railway service which took place a few years ago, the effect of which yet remains.

As every one knows, the railroads no longer monopolize the transportation field, and such regulation as they now operate under tends to prevent equal competition between them and other means of transportation. If the true economic principle of the survival of the fittest is to govern the nation's transportation future, either there must be no regulation of the railroads or the same degree of regulation must be applied to the railroad's present competitors. Since many features of regulation are of public benefit, the latter alternative seems to promise the greater degree of progress in the formation of a national transportation policy.

Constructive criticism and suggestions are invited.

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

CHICAGO, November 15, 1928.