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JUNIOR WEEK

It is gratifying to see the overwhelming success of the Junior Week just passed. The week proved a welcome respite from school work. After a vacation like this one, students return to their pre-final-exam struggle with renewed vigor.

More people attended the Open House than ever before, more people attended the Spring Concert than in the past few years, while Circus Day was a gala occasion for both guests and students. The Junior Prom was a social success. Large crowds were out to support the varsity teams. Excellent competition was offered in the Inter-fraternity and the Inter-class athletic competitions. The school spirit, so noticeably dormant at times, was well displayed by crowds of eager rooters and participants at the different games and meets.

The different committees are to be congratulated upon their work, as are also those that participated in the activities. They labored faithfully and tirelessly to make this week one to be remembered. The individual members deserve credit for their efforts, and for their cooperation with the leaders.

However one slight incident remains as a blot upon the otherwise smooth record of events. There was such a shortage of bids available for the Junior Prom held last Friday night that many upperclassmen who wished to attend were unable to do so.

This dance was a school affair, paid for by the Junior Class with the money supplied by class dues as well as by money taken in for the bids. Every member of the Junior Class had a right to go to that dance, irrespective of whether or not he was a personal friend of some member of the social committee.

It is to be regretted that the committee in charge made a blunder in estimating the size of the prospective patronage. Let us hope that adequate arrangements will be made next year for this dance, the crowning social event of the year.

ECONOMIC ADVANTAGES

The members of our graduating class may not realize it, but they are extremely fortunate young men. They are jumping into the webwork of society not near the bottom, but in the upper portion, where they have an excellent opportunity to rise exceptional heights. There is more or less vague talk about lack of opportunity for the young men of today, but the engineering college graduates certainly have no difficulty in placing themselves in lucrative positions.

Not counting the resulting benefits of improved education and character, it still appears that it would pay a man to graduate from an engineering school because of the economic advantage it gives him.

And yet we do not provide for the greatest good of life. We take care of our health; we lay up money; we make our roof tight and our clothing sufficient; but who provides wisely that he shall not be wanting in the best property of all—friends? —Emerson.

"I shall never be old enough to speak without embarrassment when I have nothing to talk about."
—Abraham Lincoln.

:: "THE SLIPSTICK" ::

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

THE SONG OF THE LAZY STUDENT

"Not going up to draw to-day?" they ask cause I walk the other way. "No," says I, "Why pencil wield, the ball flies 'round on Ogden field." That's just what I can't understand, instead of going hand in hand to shout and yell and boost the games, they sit and mope or warp their brains. I'm not the guy to leave things flat; I know exactly where I'm at. I'll not go into the extreme but I, for one, support my team. F. F. S.

The fellow who chose the third cup of coffee when making a blindfold cigarette test, isn't nearly as bad off as the one who forgot himself and reached for a sweet.

Humility

Both beautiful and dumb
My true love must be,
Beautiful, so I'll love her,
Dumb, so she'll love me.

SHOCKING

First Convict: "The Warden said I don't get out of here until I've learned a trade."

Second Convict: "I've got to be a conductor before I get out."

1st C.: "A conductor of what?"

2nd C.: "Of Electricity."

A. J.

Generally speaking, women are generally speaking.

FUNERAL NOTICE LATER

After showing a friend through the Institute, Monday night, he remarked that he should have taken engineering instead of law, because engineering looked so easy.

M. E. Prof. (after lecture): "Are there any questions?"

Freshman: "Yes, Sir. How do you calculate the horse-power in a donkey engine?"

M. P.

Then there's the one about the Scotchman that starved to death in a "Day as You Leave" bus.

MOVED AND SECONDED

"I move that we erect a monument to the inventor of the radio controlled car. It (the car, not the monument) will prove to be the death blow to the back seat driver."

Iowa Bill.

House Agent: "You say you have no children, victrola, loud speaker, nor a dog. You seem to be the quiet tenant that the owner insists on."

Prospective Tenant: "As he seems so particular I ought to tell you that my fountain pen squeaks a bit."

Swede.

WELL, WHAT ARE THEY FOR?

One smart lad informed the hydro class that canal locks are used to lock the canal up at night.

History Prof: "You, who just woke up, tell what you know about the Mongolian race."

Sleepy One: "I didn't go there on Saturday. I went to the ball game."

A. J.

Charlie thinks gals should have names that mean something. He advocates marrying a gal with the right name for your profession; here's his list of samples:

Mechanic	Lizzie
Real Estate	Lotty
Shoemaker	Peggy
Chemist	Anna-Liza

We have taken Charlie's advice to heart. Therefore, engineers, harken:

Civils, just 'cause you survey, don't let the girl look a sight.

Electricals, you want a ohm-loving one.

Chemists, pick a girl who knows her oil, and who's not base.

F. P. E.'s, get one that's not too hot.

And Mechs., don't let yours make a worm of you.

IF AT ALL

Dime novels are still published, but the trouble is they sell for two dollars.

Frosh: "I don't know what to do with my week end."

Soph: "Put your hat on it."

A stitch in time, saves embarrassment.

DON'T GET EXCITED

They slowly drew nearer together. The dull haze from the shimmering lights above enveloped them in its glow. Now the one in red drew closer and closer; the soft curves of her sides glistened and shone in the reflected light from above. The audience held its breath as she moved slowly onward, nearer, nearer, till at last they met with a dull subtle kiss.

"Nice goin', George," somebody yelled, "that's the way to play a three cushion billiard."

In conducting this column, we eagerly solicit aid from our readers, or, as a certain conductor would say, HELP! HELP! Send in your wise-cracks, humorous stories, and classroom jokes. Under the "new management," the conductor of this column will endeavor to keep the humor of "Slip Stick" up to the same high standard of the past, and will guarantee a good laugh once a week.

K. Knittel.



Professor Robert Vallette Perry

(A Biographical Sketch)

BY STEPHEN JANISZEWSKI, '30

Robert Vallette Perry, Professor of Machine Design, and Director of Evening Classes, was born in Hartford, Conn., May 8, 1873. Prof. Perry's elementary and high school education was often interrupted since his father, being in the railroad business, had frequently to move. He finished the equivalent of a high school course in the private schools of the South.

In 1893, Prof. Perry entered Armour Institute after having worked three years as a draftsman following the completion of his high school training. He was enrolled in the Mechanical Department, from which he graduated four years later, with the class of 1897, which had the distinction of being the first class to graduate from the Institute. Prof. Perry worked for his tuition through school and was employed during the summers as a draftsman.

Following his graduation, he spent one year as a machinist in Denver. In 1898, he worked as a draftsman for a contract car shop at Anniston, Alabama. The year 1899 found him in the Chicago offices of the C. B. & Q. Railroad, working as a draftsman.

Prof. Perry came to Armour as an instructor in drawing, in September, 1901. When the night school course was organized at Armour he was one of the instructors. Later he was made Assistant Director of Evening Classes. At the same time, Prof. Perry carried his day teaching and was successively promoted through the ranks of Assistant Professor in 1902, Associate Professor in 1904, and in 1926, he was made Professor of Machine Design. In 1922, he was also promoted to Director of Evening Classes.

Prof. Perry was married in 1900, to Mabelle Coon. They have no children. His particular hobbies are canoeing and fishing. He has made several extensive trips through the wilds of Canada with Mrs. Perry, who is as much an outdoor enthusiast as Prof. Perry is himself. He has spent his summers in this way for the last twenty years, practically every year that he has been at the Institute.

The B. S. and M. E. degrees were conferred on Prof. Perry. He is a member of the Theta Xi fraternity, and Tau Beta Pi and Pi Tau Sigma, honorary fraternities. He belongs also to the University Club, the American Society of Mechanical Engineers, and the Society for the Promotion of Engineering Education.

In reminiscing on his college days, Prof. Perry marvels at the quantity of work that a student attending Armour now has to put out as compared with that required when he attended in 1893. Many of the courses then were very elementary and the amount of work was not so heavy. He stated that great improvements have been made in the courses presented, and the improvement in the curriculum is very marked.

New Bulletins Ready

The May 1929 General Information number of the Bulletin has been received this week. There are 5,500 copies waiting for distribution in the dean's office.

Upon recommendation of the Student Council of Yale University, high ranking juniors and seniors have been given unlimited cut privileges.

LETTER-BOX

(Ed. Note:—Contributors to the Letter-Box should limit themselves to 300 words, and should send in their full name with article. Name will be kept confidential if so desired.)

To the Letter Box:

For the past three years, the surface of Federal street from 33rd to 34th has resembled a series of shell holes. From the looks of the caverns and crevices in the No-Man's land in front of the school, the last repairs were made when the Main building was erected.

The garages along "automobile row" have men drive their greasing

jobs over this stretch because the severe bumps will work the lubricant into the spring shackles, but what about the rest of the traffic? Any speed faster than six or seven miles an hour often results in a broken springs, and tires blown out.

If any street in the city needs repairs, this one does. Cannot something be done to get the city officials to put the street in condition?
M. G. S.

Two active members comprise the new law sorority, Kappa Beta Pi, which was organized by the Woman's Law Students at Iowa State recently. Rather exclusive, eh?



Winning the Public

Secrecy no longer marks railway administration. The railroads have nothing to conceal. Their records are public property. They aim to win public good will first by producing adequate transportation service as efficiently and yet as cheaply as they can and then by letting the public become fully acquainted with both their accomplishments and their problems.

Among the purposes of the railroads in thus seeking public good will are these:

To obtain recognition of the fact that good service cannot be performed by impoverished railroads;

To take the mystery out of railroading, thereby removing the inevitable results of suspicion, distrust and misunderstanding;

To give the public facts upon which to base an intelligent attitude toward matters of current interest affecting the railroads;

To work toward co-operation instead of hostility in the settlement of questions involving relations with patrons and governmental agencies;

To arouse an appreciation of the railroads and of sound economic policies that will lessen unjust demands upon them;

To create improved morale among railway employees and thus make for the increased efficiency, economy and courtesy of railway service;

To meet the competition of other railroads and of other means of transportation.

The response of the public to railway efforts in this direction has been such as to convince railway men that their effort has more than justified itself. The railroads have nothing to sell but transportation, and the good will of the public is of great benefit to them in facilitating its production and distribution.

Constructive criticism and suggestions are invited.

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

CHICAGO, May 15, 1929.