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## THE ENGINEERING WORLD

It is a most curious thing to realize that the engineers of the country might be said to live in their own world, set apart from that of the ordinary folk. Yet it can be proven easily; take any of the great engineering features, and then try to name the engineer whose work it is.

The people of today seem to take the work of the engineer as something more or less matter of fact. If the work is sufficiently large enough in size, it may draw a comment from them, but otherwise they are merely content to reap the benefits without ever thinking of what lies behind it. The engineer is truly a hidden feature; he does his work, silently and efficiently, and then slinks off to the next project without the public's even knowing of him.

However, in his own little world, all is different. Warm relationships exist between the men of the profession, and one merely has to attend a technical gathering to note the enthusiasm with which they greet one another, and the interest that they have in the work of one another. Men become personages, not names, and the projects merely serve as examples of some man's ability and ingenuity.

Because of this attitude of the public toward the engineer, we feel that the various organizations which tend to bind them together serve a purpose that no one should miss. They furnish that intangible feeling of interest without which all the work seems a drudge, and with it all work becomes a satisfying fight against obstacles.

We humans are all susceptible to praise, and there are few men who do not enjoy seeing their name in the "News," no matter how trivial the deed. After graduation, there will be no "News" to hold up your accomplishments for others to see; and unless we belong to some group of engineers, work will seem merely a sordid money grubbing affair.

We urge every man to become interested in his departmental organization now, for the habits formed there will prove of advantage if one later joins the parent organization; the experience, useful; and the affiliation, enjoyable. A. B. A.

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Without your knowledge, the eyes and ears of many will see and watch you, as they have done already.
*Cicero*

# "The Slipstick"

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

## THE SALT IN THE SHAKER

Pleasing my palate with simple delight,
So crystalline, gentle, and spotless white.
If only you'd pour, you'd be all right,
But stubbornly you mock my greatest might.

* * *

(Sign) "No smoking in this submarine for divers reasons."

* * *

**Believe It or Not**

They were in the faculty club swapping 'em:

Says One: "When I was camping in the north woods I saw a mountain lion come right up to the tent. It was a ferocious beast, but I, with great presence of mind, threw a bucket of water in its face and it slunk away."

Prof. (sitting in corner): "Boys, I can vouch for that story. Why just a few minutes after that happened I was coming down the side of the hill and met this lion. My habit of stopping to pet his whiskers prompted me to do the same and—Boy!—were those whiskers wet." —Sliv.

* * *

The fact that PV equals RT is explained by one of our chemistry professors. His explanation is that the Pressure on the Vest is equal to the Rotundity of the Tummy. —Little Rennie's Notebook.

* * *

***House of Correction***

"What dey do to dat Jones boy fo' sellin' dat booze, Aunt Liza?"

"What dey do? Lawd, chile, dey done gib him two years on hard labor in de house of representatives."

* * *

How to live to be a 100 years old:
Don't ride in an auto.
Don't eat candy.
Don't smoke.
Don't go out with the opposite sex.
Gargle when you hear someone cough.
Don't drink.
Don't indulge in any form of entertainment.

P. S.—If you don't live to be a 100 years old, it'll seem that long.

* * *

It must make a policeman terribly mad to wear a bullet-proof vest and then get hit somewhere else.

* * *

***Bridge Engineer's Office***

"What keeps the moon from falling?"
"It must be the beams." —Sliv.

* * *

Landlady: "Why have you put your tea on a chair?"
Boarder: "It was so weak that I thought it had better sit down." —Sliv.

* * *

**New Popular Song**

Voice Over Phone: "How much is coal now?"
Dealer: "Eighteen-ninety a ton."
V. O. P.: "Ha-ha! I gotta oil burner."

* * *

Customer—"That chicken I bought yesterday had no wishbone."
Clerk—"He was a very happy and contented bird and had nothing to wish for."

* * *

***No Trespassers Allowed***

One of the wings of the plane had broken and its pilot, after crashing through a mass of planking and plaster, found himself resting on a concrete surface in utter darkness.

"Where am I?" he asked feebly.

"You're in my cellar," came an ominous voice out of the blackness, "but I'm watching you." —Al.

* * *

Gladys (to fat boy friend): "Pardon me, Tiny, but as you grow old will you fade like a flower or bust like a balloon?"

* * *

Stout Theatrical Person (engaging room): "Window's a bit small. Wouldn't do much good in case of an emergency."

Landlady: "There ain't a goin' to be any sich emergencies. My terms is weekly in advance fer actors."

* * *

"I'm certainly put out about this," warned the stude as the prof deposited him outside the classroom.

* * *

A—"Playing golf every day keeps me fit."
B—"Fit for what?"
C—"Fit to play more golf."

* * *

"Calculus," says Little Rennie's Notebook, "is the science of the ghosts of departed quantities."

* * *

**THE RADIO BUG**

"Do you carry B-eliminators?"
"No, sir, but we have roach powder and fly swatters."

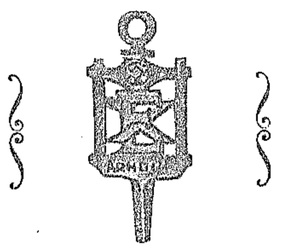
* * *

Cheer up, gang, only one minute and 1,785,540 seconds of school left this semester. —Phil J.

* * *

## CHI EPSILON

**Honorary Civil Engineering Fraternity**



Chi Epsilon, national honorary Civil Engineering fraternity, was founded at the University of Illinois on May 20, 1922. About the same time, the Junior and Senior Civils at Armour decided that they should have an honorary fraternity whose membership was open only to students in the civil engineering department. The reason for this was twofold: first, because of the limited scope of the national honorary engineering fraternity, only the accomplishments of a few could be recognized; secondly, the electricals had their Eta Kappa Nu and the mechanicals their Pi Tau Sigma, but when the Civils had reached their Junior or Senior year there was no fraternity to recognize their achievements as student engineers. To remedy this situation they set about to find out if any honorary Civil Engineering fraternity had been established at any other school. It was then discovered that Chi Epsilon had been founded and a petition for the establishment of a chapter at Armour was sent to the Illinois chapter. The petition was granted and the Armour chapter was installed March 9, 1923. Professor Phillips, head of the Civil Engineering department, was an honorary charter member, and it was largely through his efforts that the Armour chapter was established.

The fraternity has a membership of about one thousand, including honorary members.

**Aims of Fraternity**

The purpose of the fraternity is to place a mark of distinction on the undergraduate who has upheld the honor of the department of Civil Engineering by high scholastic ability, and to provide an incentive for greater achievements in the Civil Engineering profession. Election to membership is based on the four requirements of a successful engineer; scholarship, character, practicality and sociability. The candidate for membership must have maintained an average grade in scholarship in the upper one-third of his class, and must be a junior or senior in regular standing in the civil engineering department. Scholarship is merely one of the requisites for membership and more emphasis is placed on the other requirements in the election of members.

The "Transit," the official publication of the fraternity, is published twice annually. It contains articles on such widely varying subjects as "Notes on a Trip Around the World," and "The Design of Welded Connections." It also contains news of the various chapters.

A conclave is held every two years at which time the officers of the Supreme Council are elected, and the future policies of the fraternity determined.

**Membership**

A few of the well known honorary members other than those at Armour are: Professor C. B. Reed, whose name is synonomous with the surveying courses at Armour as he is co-author with G. L. Hosmer of the text-book "The Principles and Practice of Surveying," and an associate editor of both the American Civil Engineers' Handbook and the American Mining Engineers' Handbook; Dean M. S. Ketchum of the University of Illinois, who is author of the "Structural Engineers' Handbook" and "Steel Mill Buildings;" Ralph Modjeski, one of the foremost bridge builders in the world; and M. B. Reynolds, assistant city engineer of the City of Chicago.

The honorary members of the Armour Chapter are: Professor A. E. Phillips, J. C. Penn, M. B. Wells, R. L. Stevens, P. C. Huntly, and H. T. Heald. The active members are L. H. Dicke, K. E. W. Hellsen, E. A. Johnson, B. S. Lindquist, G. G. McLaughlin, and C. J. Robin.

## *Electric Train Run Without Aid of Crew*

Electric trains without crews—in fact, with no human being aboard—will soon haul rock for cement making from quarry to crusher at a Dallas, Texas, plant. When the cars have been loaded, they will appear to start of their own accord for the crusher. At their destination the motors cease humming, brakes go on automatically, and the train stops.

Just like toy-electric trains, these industrial strings of cars are controlled from a distance. Two operators, one of them placed where he can see the loading of the cars and another at the receiving end, control their movement by electric switches. General Electric Company engineers worked out a "remote control" system in which any section of track may be electrified; by turning the current into all of them the train is made to run from one end to the other.

Running downhill, the driveless train does not speed up. The motors of the cars automatically turn into generators and feed electric current back into the third rail, helping to drive the other cars.