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## .: EDITORIALS .:

### ENGINEER'S ROUND-UP COMING

Hail, Engineers! The annual Engineer's Round-Up, far-famed of old, with skits, acts, stunts, debate, hot dogs, pop, wheels and all other contraptions commonly associated with the Round-Up will be in evidence again on the evening of January the twenty-sixth, when the Engineering Experiment Station will again resound to uproarious racket that always accompanies the Round-Up. Committees were appointed early in the fall quarter and have been working smoothly and rapidly toward the completion of the plans for this, the biggest single event on the Engineer's calendar. Following time-honored custom a silver cup will be awarded to the engineering organization giving the best act. The cup is a permanent award and causes quite keen competition. The cup was won last year by the Triangle Fraternity who presented the act considered best by the committee of judges appointed by the Engineers' Council.

Wm. R. King is chairman of the entertainment committee and reports that everything is all set for the big time. Several new features promise to lend variety and pep to the Round-Up this year. The classic debate between Professor Sherman and Professor Turnbull will be staged again this year and this alone should fill the place with hilarious engineers. Professor Hasket is also taking part in a surprise act which we know is going to be good.

Now gang, let's all turn out and fill every available inch of space on Round-Up night. Better come early, perhaps you can even come early enough to find a chair to sit in. We were not lucky enough to find one last year and we came early too. Watch the posters for other announcements concerning this, the biggest, trouble-chaser of the whole year.

### THE ALLIED ARTS BALL

On January 21, 1927, the Architects Club will swing its big dance of the year in the drafting rooms of Brown Hall. Last year the dance was called "The Architects Ball" and only architects were invited. But this year it is going to be bigger and better as The Architects Club has asked the Fine Arts and the Landscape Departments to join them and have a big combined costume affair to be called "The Allied Arts Ball." It is to be exclusively for these three departments. The decorations of the rooms will surpass those of last year, and with the many bright colored costumes it should be a gala affair. The dance will be from nine until one and the monotony of a long dance will be broken by entertaining stunts put on by each department. Price's six-piece orchestra will furnish the music.

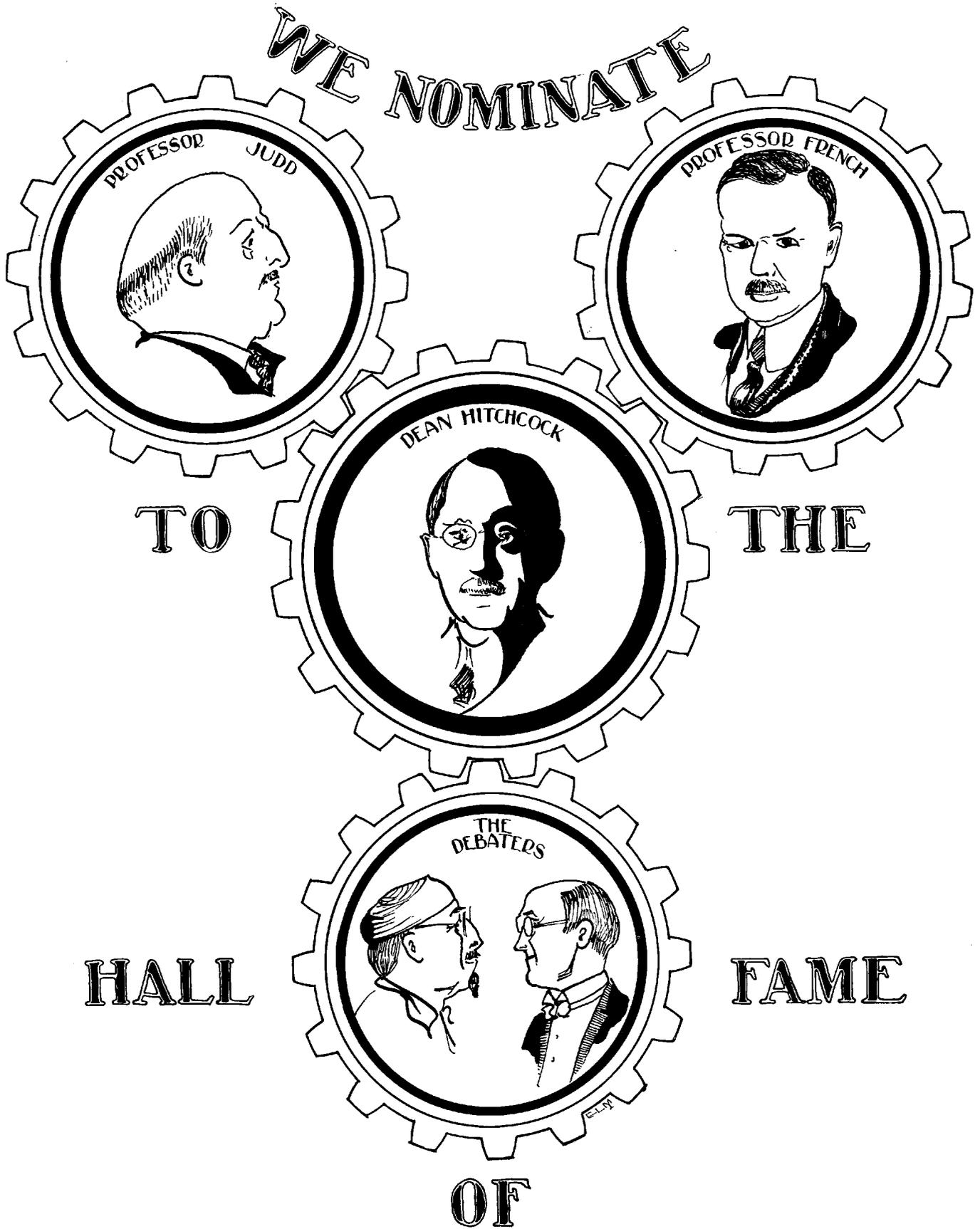
Members from the three departments will act on the Publicity Committee lead by Miss Betty Mann of the Fine Arts Department. The Favors Committee will be made up entirely of Fine Arts students under the leadership of Miss Betty Walker. George Merkle is chairman of the Archi-

itects' Stunt Committee. Wilbur Riddle has charge of the Program Committee and is also chairman of a committee composed of the chairmen of the other committees. The decorations of the rooms will be given as a design problem in the winter quarter and the winner will automatically become the chairman of the Decoration Committee, but until he is chosen Frank Dickerson, Jr., will act in that capacity.

### THE NEW AERONAUTICAL SOCIETY

The Engineer wishes to welcome into our midst an infant, which in the course of its life is expected to rise to great heights and accomplish remarkable achievements, in other words, to be a "high flyer." We refer to the society recently formed for the promulgation of aviation interests on the campus. All indications point to the rapid development of aviation as a means of transportation, hence it should be no surprise to witness the formation of a campus society devoted to this important branch of engineering. It is strange that there has been no action taken before this time along the same direction. While air transportation in the United States is yet almost entirely undeveloped there are constantly recurring rumors to the effect that there will soon be a net-work of air lanes across the continent. Business conditions having settled back to normal from the war inflation, and the post-war slump also having almost entirely disappeared, an era of at least moderate prosperity seems to be in store for us. This will do more toward the commercial development of aviation than any other one thing, in our opinion. The constantly increased demands in all branches of industry for greater speed, from the mill hand to the chief executive, must make itself felt in the transportation interests as well. While the coming year does not seem to hold any very great change in prosperity, it likewise should not fall very far below the last year. Judging from the trend of railway car loadings and movements for the past five years, 1927 should be much the same, or almost as good as last year. While 1927 may not mark any great advancement in the commercial application of air transportation, the movement is steadily gaining ground. The rapid growth of a dependable government air mail service and its almost continuous extension during the last three years, seems to indicate the entire practicability of the use of the air as a means of transportation, and that within a few years. London-Paris air service companies have advertised for the last two years that their air transportation was safer than rail or motor car transportation and have given statistics which would indicate that they are correct. It may soon be possible, judging from our own economical conditions and the European development of the airplane, for us to have at our disposal a four or five-hour trip to New York City, or perhaps we can eat a leisurely break-

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fast, then fly out to the corn-growing area to see our football team wallop Illinois or Iowa in the afternoon, and we hope that if such a thing is ever possible that the rates will not be so high as to prevent the student of average means from availing himself of the opportunity, perhaps in so doing giving the ancient Ford a much needed rest.