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ENGINEERS ROUNDUP

Now is the time when all good engineers should begin to make plans for the annual Roundup. We will, without a doubt, have a bigger and better jubilee than we have had before. Have you set aside the evening of Thursday, December 6, for the big event? If not, do so now.

All upper-classmen know what the Engineers' Roundup is—all freshmen are wondering what it is. The situation is the same each year, and each year some freshmen stay away because they do not know what they will miss. Every upper-classman should see that a younger student gets there.

We are taught that a combination of forces and motions causes a machine to run; we are taught that cooperation is the keynote in any successful enterprise; so let us all work together to make this roundup a big success. Its purpose is to bring the engineering faculty and student bodies together as a unified body of good fellows. We must play and this night we will play together; not faculty members, not seniors, not freshmen, but boosters for the morale of our entire engineering group.

Engineers' Council, sponsoring the event, guarantees you the means with which to have a big time. You can eat, drink pop and coffee, smoke, sing, yell and hear some good skits. Remember

the date, December 6—remember the place, the Engineering Experiment Station.

AERONAUTICAL ENGINEERING

Today, we read and talk more about development in aeronautical engineering than any other particular engineering line. Is it because it is unique? Is it because of the romance connected with experimental flights? Or is it because of the realization that successful advancement in aviation is necessary to keep pace with our rapid economic advancement?

When Colonel Lindbergh made his flight across the Atlantic, all admired him, but the subsequent attempts caused a general clamor of criticism to arise, due to the seemingly useless loss of life; but this pioneering by those who succeeded and those who failed stimulated an interest that will certainly bring about the advancement of aviation to a common commercial basis. Those who failed will be lauded in years to come, along with other pioneers of history in other lines—they will become our heroes of aviation.

The air-mail line is no longer a dream. It is now one of our dependable common carriers. Manufacturers and distributors are buying planes to use for important business trips and rush deliveries. Airports are being established in our cities to accommodate commercial planes. Public

interest has been aroused to a point where it seems that the aeronautical industry need only to ask for financial backing and it will receive that backing.

American designers up to the present time have experimented principally with the heavier-than-air machine, but it looks as though the lighter-than-air craft will establish itself as a long distance cargo carrier in the near future. The recent flight of the Graf Zeppelin from Germany to the United States, and return, establishes the practicability of this type for such service.

Larger and more stable machines are now being designed and will be placed in service as soon as they can be built. While the Graf Zeppelin is today the most up-to-date craft of its type, it will soon be superseded by one of a more advanced design.

The engineer must build safer, faster and cheaper machines to justify the faith which the American people have placed in him. It will be a big job for the aeronautical engineer to keep pace with the financial backing offered by the people, for the industry, it seems at this time, is less advanced than public interest. We have at the present time comparatively few American colleges that offer aeronautical engineering courses but we hope that we may soon have adequate aeronautical facilities to meet this rapidly expanding engineering field.

ELIMINATING THE UNSKILLED LABORER

A prominent railroad official, in an address delivered to a student engineering society, recently stated that, "Progress in rail transportation in this country is now a battle of engineering science." Why? Because the railroad has passed through the development period and is now in a period of intensification. We must move more freight at less cost per pound. Our country is practically covered with tracks but the competition lies in operating trains at less cost per mile. We must have more efficient prime movers, more efficient carriers, more efficient signal systems, and a smaller operating force.

This same thought is evident in all of our industries today and it raises the question as to whether the engineer is detrimental or beneficial to the unskilled laborer. What economic effect will come about if we keep denying him work? His class constitutes a large percentage of our population.

Efficiency must increase as the engineer gains control of our industries. He is trained to think and act toward greater efficiency. He is responsible for the automatic machines which are in use today, and science is constantly reducing the number of workers in some industries; but, at the same time, it is creating new industries in which they are employed.

This evolution that is constantly occurring in industry is rather alarming when viewed from certain angles. Where does the labor go which is constantly being thrown out of employment by the inventive genius of today which is constantly increasing the efficiency of machinery, improving their automaticity and, by better planning methods, improving the personal productivity of the workers who are retained? Productivity per man, in the automobile industry, increased 172 per cent

in eleven years. A factory operative now turns out 32,000 razor blades in the same time he produced 500 in 1913. The increase in output per man in a little more than a decade has amounted to 211 per cent in rubber manufacturing, 83 per cent in petroleum refining, and 61 per cent in cement making. It is stated that our factories, since 1920, have decreased their employes by more than 900,000 and that in the same period the railroads have dropped 240,000 men from their payrolls.

Taken by themselves, these figures would appear depressing, but while men have lost jobs in factories, other jobs have become available as a result of the demands emanating from the rising comfort level of the country and the new wage level. Statistics from the U. S. Department of Commerce show that: more than 1,280,000 men have found employment, since 1920, in driving and administering to the automobile; there has been an increase of 100,000 in the number of employees attending electric refrigerators, oil heaters, and like household appliances; and there are over 100,000 more life insurance solicitors. There is a greater demand for education and hence there are 185,000 more teachers in our schools than there were in 1919.

This problem of unemployment is not, at the present time, entirely solved.

In the past we have let the laborer shift for himself but we must lend a hand in the near future and it is indeed a worthy field for the engineer to look forward to. It is a problem that trained men must take care of for the "human engineer" is the one who must necessarily play an important part in our economic development.

E. C. M. A. CONVENTION

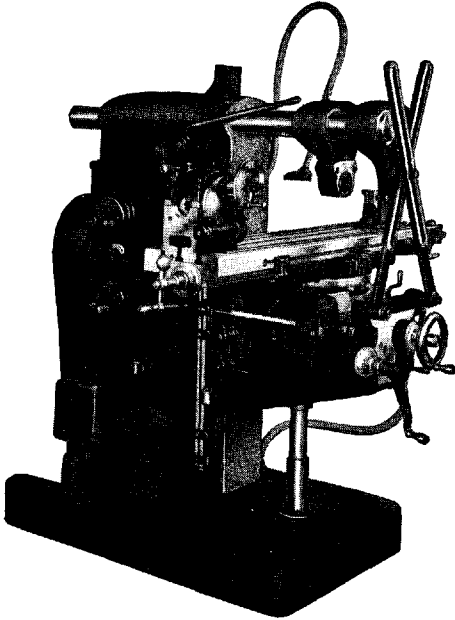
The eighth annual convention of the Engineering College Magazines Associated was held at The University of Nebraska, Lincoln, Nebraska, on October 25-26. The Ohio State Engineer was represented by Donald T. Johnstone, Editor, and Clarence C. Keller, Business Manager.

E. C. M. A. was organized in 1920 to promote engineering publication in our technical schools and to furnish a medium through which national advertisers could reach the technical student. Roy Barnhill, Inc., a national advertising agency, solicits all national advertising published in the magazines of the group. The organization is composed of nineteen engineering college magazines governed by an executive board of three members. The executive board admits members to the association, makes all awards to the members of the group and criticizes all magazines, to improve the quality of each.

Through E. C. M. A., the college technical magazines have attained a firm foundation in their respective schools. Constructive criticism from members, as well as from the executive board, has helped all to develop in the past and promises greater advancement in the future.

The death of George Barr McCutcheon comes as a distinct shock to the literary world. His "Graustark" stories were beloved by a great number of readers.

The NEW STANDARD in Modern Milling Equipment



**BROWN & SHARPE "STANDARD"
MILLING MACHINES**

A COMPLETELY new and advanced series of "Standard" Milling Machines has been added to the already extensive line of Brown & Sharpe Milling Equipment.

Many of the features of these machines are entirely new, the result of long study and effort on the part of Brown & Sharpe Engineers. All of these features lighten the operator's task, save his time, and reduce milling costs.

We are always ready to send, at your request, a complete catalog of our line, or literature describing any of the machines manufactured by us.

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FALL MEETING

OHIO CERAMIC INDUSTRIES ASSOCIATION

The regular fall meeting of the Ohio Ceramic Industries Association was held Friday and Saturday, November 2 and 3, in Lord Hall. The program was well-balanced, covering both the raw and finished product in the four main branches of the industry in the state of Ohio.

GAIN IN ATTENDANCE

The attendance this fall showed a large gain over the previous meetings held here and included many men prominent in the industry from outside the state. At the present time the Association has one hundred and fifty industrial members and over one hundred and seventy-five individual members.

THE ASSOCIATION AND THE INDUSTRY

The meeting was opened by the retiring president, Mr. J. L. Murphy of the Nelsonville Brick Plant, who called the attention of those present to the advancement the industry has made in this state since the formation of the association over five years ago. He indicated, however, that it has been most rapid since the permanent secretary was installed. Since he has been in charge the Ceramic Industries Association has been able to promote their products and carry on the necessary research in a much broader scope.

ADDRESS BY MR. D. P. FORST

One of the outstanding events of the convention was the address before the general session by Mr. D. P. Forst, a graduate of Ohio State and now president of the New Jersey Clay Workers' Association. Mr. Forst outlined the plan whereby his organization is conducting a comprehensive study of the industry as a whole in New Jersey, based on confidential information furnished by the member plants.

A committee appointed by the board of directors compile and analyze the data on production supplied from the actual operation records of the plants. All records are treated as confidential by this committee, so that no one member can find out the pertinent affairs of any other plant. The result is a wealth of real information as to the problems that must be met if the industry is to forge ahead rather than lie dormant or decline.

In addition to this, it gives the instructors in Ceramics at Rutgers University an opportunity to study the plant problems and teach the students there the theoretical and practical solution of them. This in turn will give the student a real value to the employer as soon as he starts to work. As the situation now stands the student is of little or no value to the employer during the time necessary to break him in or until he becomes plant wise.

Mr. Forst concluded his address with an invitation to the Ohio organization to join with his association in compiling the data and to find if possible the relation of the problems of the two associations. Very much could be accomplished by a joint committee working with the data furnished by the member plants.

PUBLIC RELATIONS

It is becoming more and more apparent that the relations of Ceramic industries with the public are of great importance. The greater part of the

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How to be a "letter-man" in 1949

THE game is like the games of undergraduate days.

Line-up mental stature and intellectual courage with physical stature and personal courage. And you have



the ingredients of the man to whom industry turns for its big decisions.

It may be reassuring to the man in college to know that the limitations on the number who can take part in industry's game are few.

The field is open — wide open.

The needs are vast.

There's plenty of room for those who can answer the call for candidates with the mental equipment and the viewpoint to tackle the world's problems hard and sure.

Western Electric

SINCE 1882 MANUFACTURERS FOR THE BELL SYSTEM
NOVEMBER, 1928

CERAMIC INDUSTRIES ASSOCIATION

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output of the plants is sold in a legislative market, that is, the products must pass legislative standards, the state building code, before they can be used. For this reason it is public economy for the state to maintain the research and experimental plants.

Ohio may be proud of the advancement made along this line. The state now has an experimental plant at Roseville and plans are under way for another to be located at Zanesville. For research investigation it has the Engineering Experiment Station on the Campus, where there is a fire test furnace for wall that duplicates actual service conditions better than any other now in existence.

A committee is now formulating a program to promote these relations by the use of radio, advertising and other mediums.

ELECTIONS

The convention elected the following men to head the Association for the next twelve months: President, W. K. McAfee, Cambridge Sanitary Manufacturing Co.; vice president, C. H. Taylor, Taylor and Sons Co.; treasurer, C. B. Harrop, Harrop Ceramic Service Co.; secretary, Prof. G. A. Bole, Ohio State University.