oxforddown: An Oxford University Thesis Template for R Markdown

Author Name

Your College University of Oxford

A thesis submitted for the degree of Doctor of Philosophy

Michaelmas 2018

Abstract

This *R Markdown* template is for writing an Oxford University thesis. The template is built using Yihui Xie's bookdown package, with heavy inspiration from Chester Ismay's thesisdown and the OxThesis LaTeX template (most recently adapted by John McManigle).

This template's sample content include illustrations of how to write a thesis in R Markdown, and largely follows the structure from this R Markdown workshop.

Congratulations for taking a step further into the lands of open, reproducible science by writing your thesis using a tool that allows you to transparently include tables and dynamically generated plots directly from the underlying data. Hip hooray!

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Acknowledgements

This is where you will normally thank your advisor, colleagues, family and friends, as well as funding and institutional support. In our case, we will give our praises to the people who developed the ideas and tools that allow us to push open science a little step forward by writing plain-text, transparent, and reproducible theses in R Markdown.

We must be grateful to John Gruber for inventing the original version of Markdown, to John MacFarlane for creating Pandoc (http://pandoc.org) which converts Markdown to a large number of output formats, and to Yihui Xie for creating knitr which introduced R Markdown as a way of embedding code in Markdown documents, and bookdown which added tools for technical and longer-form writing.

Special thanks to Chester Ismay, who created the thesisdown package that helped many a PhD student write their theses in R Markdown. And a very special tahnks to John McManigle, whose adaption of Sam Evans' adaptation of Keith Gillow's original maths template for writing an Oxford University DPhil thesis in LaTeX provided the template that I adapted for R Markdown.

Finally, profuse thanks to JJ Allaire, the founder and CEO of RStudio, and Hadley Wickham, the mastermind of the tidyverse without whom we'd all just given up and done data science in Python instead. Thanks for making data science easier, more accessible, and more fun for us all.

Ulrik Lyngs Linacre College, Oxford 2 December 2018

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Contents

| L | ist of | Figure | es es | V111 |
|---------------------------|--------|---------|--|------|
| $\mathbf{L}^{	ext{i}}$ | ist of | Tables | 3 | ix |
| $\mathbf{L}_{\mathbf{i}}$ | ist of | Abbre | eviations | X |
| In | trod | uction | | 1 |
| | Why | use it? | ? | 1 |
| | Who | should | l use it? | 2 |
| 1 | R N | Iarkdo | own Basics: The Markdown syntax | 3 |
| | 1.1 | Markd | lown basic syntax | 4 |
| | | 1.1.1 | Italics and bold | 4 |
| | | 1.1.2 | Inline code | 4 |
| | | 1.1.3 | Sub and superscript | 4 |
| | | 1.1.4 | Strikethrough | 4 |
| | | 1.1.5 | 'Escaping' (aka "What if I need an actual asterisk?") $\ \ldots \ .$ | 4 |
| | | 1.1.6 | Endash (–), emdash (—) | 4 |
| | | 1.1.7 | Blockquotes | 5 |
| | | 1.1.8 | Headings | 5 |
| | | 1.1.9 | Lists | 5 |
| | | 1.1.10 | Line breaks | 6 |
| | | 1.1.11 | Hyperlinks | 6 |
| | | 1.1.12 | Footnotes | 6 |
| | | 1.1.13 | Comments | 7 |
| | | 1.1.14 | Math | 7 |
| | 1.2 | Additi | onal resources | 8 |

Contents

| 2 | Adc | ling co | ode | 9 |
|----------|----------------------|---------|--|-----------|
| | 2.1 | Code | chunks | 9 |
| | | 2.1.1 | Setup chunks | 10 |
| | | 2.1.2 | Including images | 11 |
| | | 2.1.3 | Including plots | 12 |
| | | 2.1.4 | Including tables | 13 |
| | | 2.1.5 | Control positioning | 14 |
| | 2.2 | Inline | $\operatorname{code} \ldots \ldots$ | 15 |
| | | 2.2.1 | Referring to results computed in other languages than R $$ | 16 |
| 3 | Cita | ations | and cross-references | 17 |
| | 3.1 | Citati | ons | 17 |
| | | 3.1.1 | PDF output | 18 |
| | | 3.1.2 | Gitbook output | 19 |
| | | 3.1.3 | Insert references easily with the citr add-in | 20 |
| | 3.2 | Cross- | referencing | 20 |
| | | 3.2.1 | Section references | 20 |
| | | 3.2.2 | Figure (image and plot) references | 21 |
| | | 3.2.3 | Table references | 21 |
| | | 3.2.4 | Including page numbers | 22 |
| | 3.3 | Custo | mising your thesis' front matter 'n stuff | 23 |
| | | 3.3.1 | Shorten captions shown in the list of figures (PDF) \dots | 23 |
| | | 3.3.2 | Shorten captions shown in the list of tables (PDF) \dots | 24 |
| | | 3.3.3 | Shorting the running header (PDF) | 24 |
| 4 | Tab | les | | 25 |
| | 4.1 | Makir | ng LaTeX tables play nice | 25 |
| | | 4.1.1 | Making your table pretty | 25 |
| | | 4.1.2 | If your table is too wide | 26 |
| | | 4.1.3 | If your table is too long | 27 |
| | | 4.1.4 | Max power: manually adjust the raw LaTeX output | 36 |
| 5 | Not | es on | The OxThesis template and on collaboration | 39 |
| | 5.1 | Unnui | mbered chapters | 39 |
| | 5.2 | Begin | ning chapters with quotes | 40 |
| | 53 | Highli | ahting corrections | 40 |

Contents

| | | 5.3.1 | Short, inline corrections | 40 |
|------------------|-------|--------|---|----|
| | | 5.3.2 | Blocks of added or changed material | 41 |
| | | 5.3.3 | Stopping corrections from being highlighted in the output $\ \ .$ | 41 |
| | 5.4 | Diving | g in to the OxThesis LaTeX template | 41 |
| | 5.5 | Collab | porative writing | 42 |
| 6 | Cus | tomisa | ations and extensions | 43 |
| | 6.1 | Apply | ing custom font color and highlighting to text | 43 |
| | 6.2 | Embe | dding PDF documents as chapters | 44 |
| | 6.3 | Custo | mizing referencing | 48 |
| | | 6.3.1 | Using a .csl file with pandoc instead of biblatex \dots | 48 |
| | | 6.3.2 | Customizing biblatex and adding chapter bibliographies | 48 |
| | 6.4 | Custo | mizing the page headers and footers | 51 |
| C | onclu | sion | | 52 |
| $\mathbf{A}_{]}$ | ppen | dices | | |
| A | The | First | Appendix | 54 |
| В | The | Secor | nd Appendix, for Fun | 55 |
| W | orks | Cited | | 56 |

List of Figures

| 2.1 | Code chunk syntax | 1(|
|-----|--|----|
| 2.2 | Oxford logo | 11 |
| 2.3 | Oxford logo, rotated | 12 |
| 2.4 | A ggplot of car stuff | 13 |
| 2.5 | An Oxford logo that LaTeX will try to place at this position in the text | 15 |
| 3.1 | The 'citr' add-in | 20 |
| 3.2 | A marvel-lous meme | 22 |
| 4.1 | Font sizes in LaTeX | 36 |

List of Tables

| 2.1 | A knitr kable table | | | • | | | | | | | | | | | 14 |
|-----|---------------------|--|--|---|--|--|--|--|--|--|--|--|--|--|----|
| 3.1 | Stopping cars | | | | | | | | | | | | | | 22 |

List of Abbreviations

 ${f 1-D,\ 2-D}$. . . One- or two-dimensional, referring in this thesis to spatial dimensions in an image.

Otter One of the finest of water mammals.

 $\bf Hedgehog$. . . Quite a nice prickly friend.

Introduction

Welcome to the *R Markdown* Oxford University thesis template. This sample content is adapted from the sisdown and the formatting of PDF output is adapted from the OxThesis LaTeX template. Hopefully, writing your thesis in R Markdown will provide a nicer interface to the OxThesis template if you haven't used TeX or LaTeX before. More importantly, using *R Markdown* allows you to embed chunks of code directly into your thesis and generate plots and tables directly from the underlying data, avoiding copy-paste steps. This will get you into the habit of doing reproducible research, which benefits you long-term as a researcher, but also will greatly help anyone that is trying to reproduce or build upon your results down the road.

Using LaTeX together with *Markdown* is more consistent than the output of a word processor, much less prone to corruption or crashing, and the resulting file is smaller than a Word file. While you may never have had problems using Word in the past, your thesis is likely going to be about twice as large and complex as anything you've written before, taxing Word's capabilities.

Why use it?

R Markdown creates a simple and straightforward way to interface with the beauty of LaTeX. Packages have been written in **R** to work directly with LaTeX to produce nicely formatting tables and paragraphs. In addition to creating a user friendly interface to LaTeX, R Markdown allows you to read in your data, analyze it and to visualize it using **R**, **Python** or other languages, and provide documentation and commentary on the results of your project.

Further, it allows for results of code output to be passed inline to the commentary of your results. You'll see more on this later, focusing on \mathbf{R} . If you are more into

Introduction

Python or something else, you can still use R Markdown - see 'Other language engines' in Yihui Xie's R Markdown: The Definitive Guide.

Who should use it?

Anyone who needs to use data analysis, math, tables, a lot of figures, complex cross-references, or who just cares about reproducibility in research can benefit from using *R Markdown*. If you are working in 'softer' fields, the user-friendly nature of the *Markdown* syntax and its ability to keep track of and easily include figures, automatically generate a table of contents, index, references, table of figures, etc. should still make it of great benefit to your thesis project.

Neque porro quisquam est qui dolorem ipsum quia dolor sit amet, consectetur, adipisci velit...

There is no one who loves pain itself, who seeks after it and wants to have it, simply because it is pain...

— Cicero's de Finibus Bonorum et Malorum.

1

R Markdown Basics: The Markdown syntax

Contents

| 1.1.1 | Italics and bold |
|---------|---|
| 1.1.2 | Inline code |
| 1.1.3 | Sub and superscript |
| 1.1.4 | Strikethrough |
| 1.1.5 | 'Escaping' (aka "What if I need an actual asterisk?") |
| 1.1.6 | Endash (-), emdash () |
| 1.1.7 | Blockquotes |
| 1.1.8 | Headings |
| 1.1.9 | Lists |
| 1.1.10 | Line breaks |
| 1.1.11 | Hyperlinks |
| 1.1.12 | Footnotes |
| 1.1.13 | Comments |
| 1.1.14 | Math |
| 1.2 Add | litional resources |

Here is a brief introduction to using R Markdown. Markdown is a simple formatting syntax for authoring HTML, PDF, and MS Word documents and much, much more. R Markdown provides the flexibility of Markdown with the implementation of \mathbf{R} input and output. For more details on using R Markdown

see http://rmarkdown.rstudio.com.

Be careful with your spacing in *Markdown* documents. While whitespace largely is ignored, it does at times give *Markdown* signals as to how to proceed. As a habit, try to keep everything left aligned whenever possible, especially as you type a new paragraph. In other words, there is no need to indent basic text in the Rmd document (in fact, it might cause your text to do funny things if you do).

1.1 Markdown basic syntax

1.1.1 Italics and bold

- *Italics* are done like *this* or _this_
- Bold is done like **this** or ___this___
- **Bold and italics** is done like ***this***, ____this___, or (the most transparent solution, in my opinion) **_this_**

1.1.2 Inline code

• Inline code is created with backticks like `this`

1.1.3 Sub and superscript

Sub₂ and super² script is created like this~2~ and this^2^

1.1.4 Strikethrough

• Strikethrough is done ~~like this~~

1.1.5 'Escaping' (aka "What if I need an actual asterisk?")

• To include an actual *, _ or \, add another \ in front of them: *, _, \\

1.1.6 Endash (--), emdash (---)

• - and — with -- and ---

1.1.7 Blockquotes

Do like this:

Put a > in front of the line.

1.1.8 Headings

- are done with #'s of increasing number, i.e.
 - # First-level heading
 - ## Second-level heading
 - ### Etc.

In PDF output, a level-five heading will turn into a paragraph heading, i.e. \paragraph{My level-five heading}, which appears as bold text on the same line as the subsequent paragraph.

1.1.9 Lists

Unordered list by starting a line with an * or a -:

- Item 1
- Item 2

Ordered lists by starting a line with a number:

- 1. Item 1
- 2. Item 2

Notice that you can mislabel the numbers and *Markdown* will still make the order right in the output.

To create a sublist, indent the values a bit (at least four spaces or a tab):

- 1. Item 1
- 2. Item 2

- 3. Item 3
 - Item 3a
 - Item 3b

1.1.10 Line breaks

The official *Markdown* way to create line breaks is by ending a line with more than two spaces.

Roses are red. Violets are blue.

This appears on the same line in the output, because we didn't add spaces after red.

Roses are red.

Violets are blue.

This appears with a line break because I added spaces after red.

I find this is confusing, so I recommend the alternative way: Ending a line with a backslash will also create a linebreak:

Roses are red.

Violets are blue.

To create a new paragraph, you put a blank line.

Therefore, this line starts its own paragraph.

1.1.11 Hyperlinks

• This is a hyperlink created by writing the text you want turned into a clickable link in [square brackets followed by a](https://hyperlink-in-parentheses)

1.1.12 Footnotes

• Are created by writing either ^[my footnote text] for supplying the footnote content inline, or something like [^a-random-footnote-label] and

¹my footnote text

supplying the text elsewhere in the format shown below ²:

[^a-random-footnote-label]: This is a random test.

1.1.13 Comments

To write comments within your text that won't actually be included in the output, use the same syntax as for writing comments in HTML. That is, <!-- this will not be included in the output -->.

1.1.14 Math

The syntax for writing math is stolen from LaTeX. To write a math expression that will be shown **inline**, enclose it in dollar signs. - This: $A = \pi^* r^2$ Becomes: $A = \pi * r^2$

To write a math expression that will be shown in a block, enclose it in two dollar signs.

This: $\$A = \pi^{2}$

Becomes:

$$A = \pi * r^2$$

To create numbered equations, put them in an 'equation' environment and give them a label with the syntax (\#eq:label), like this:

```
\begin{equation}
f\left(k\right) = \binom{n}{k} p^k\left(1-p\right)^{n-k}
  (\#eq:binom)
\end{equation}
```

Becomes:

$$f(k) = \binom{n}{k} p^k (1-p)^{n-k}$$
 (1.1)

For more (e.g. how to theorems), see e.g. the documentation on bookdown.org

²This is a random test.

 ${\it 1.} \ R \ Markdown \ Basics: \ The \ Markdown \ syntax$

1.2 Additional resources

- $\bullet \ \ \textit{R Markdown: The Definitive Guide-https://bookdown.org/yihui/rmarkdown/}$

Contents

| 2.1.1 | Setup chunks |
|----------|---|
| 2.1.2 | Including images |
| 2.1.3 | Including plots |
| 2.1.4 | Including tables |
| 2.1.5 | Control positioning |
| 2.2 Inli | ne code |
| 2.2.1 | Referring to results computed in other languages than R |

The magic of R Markdown is that we can add code within our document to make it dynamic.

We do this either as *code chunks* (generally used for loading libraries and data, performing calculations, and adding images, plots, and tables), or *inline code* (generally used for dynamically reporting results within our text).

2.1 Code chunks

The syntax of a code chunk is shown in Figure 2.1.

Common chunk options include (see e.g. bookdown.org):

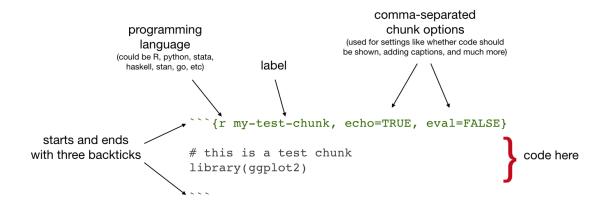


Figure 2.1: Code chunk syntax

- echo: whether or not to display code in knitted output
- eval: whether or to to run the code in the chunk when knitting
- include: wheter to include anything from the from a code chunk in the output document
- fig.cap: figure caption
- fig.scap: short figure caption, which will be used in the 'List of Figures' in the PDF front matter

IMPORTANT: Do *not* use underscoores in your chunk labels - if you do, you are likely to get an error in PDF output saying something like "! Package caption Error: \caption outside float".

2.1.1 Setup chunks

An R Markdown document usually begins with a chunk that is used to load libraries, and to set default chunk options with knitr::opts_chunk\$set.

In your thesis, this will probably happen in **index.Rmd** and/or as opening chunks in each of your chapters.

```
'''{r setup, include=FALSE}
# don't show code unless we explicitly set echo = TRUE
knitr::opts_chunk$set(echo = FALSE)
```



Figure 2.2: Oxford logo

library(tidyverse)

"

2.1.2 Including images

Code chunks are also used for including images, with include_graphics from the knitr package, as in Figure 2.2

knitr::include graphics("figures/beltcrest.png")

Useful chunk options for figures include:

- out.width (use with a percentage) for setting the image size
- if you've got an image that gets waaay to big in your output, it will be constrained to the page width by setting out.width = "100%"

Control figure placement Figure rotation

You can use the chunk option out.extra to rotate images.

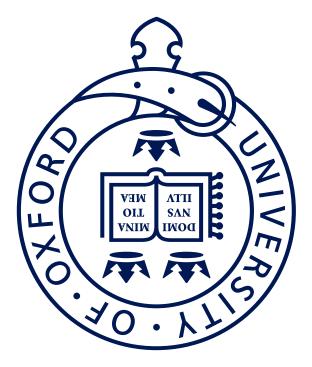


Figure 2.3: Oxford logo, rotated

The syntax is different for LaTeX and HTML, so for ease we might start by assigning the right string to a variable that depends on the format you're outputting to:

```
if (knitr::is_latex_output()){
  rotate180 <- "angle=180"
} else {
  rotate180 <- "style='transform:rotate(180deg);'"
}</pre>
```

Then you can reference that variable as the value of out.extra to rotate images, as in Figure 2.3.

2.1.3 Including plots

Similarly, code chunks are used for including dynamically generated plots. You use ordinary code in R or other languages - Figure 2.4 shows a plot of the cars dataset of stopping distances for cars at various speeds (this dataset is built in to R).

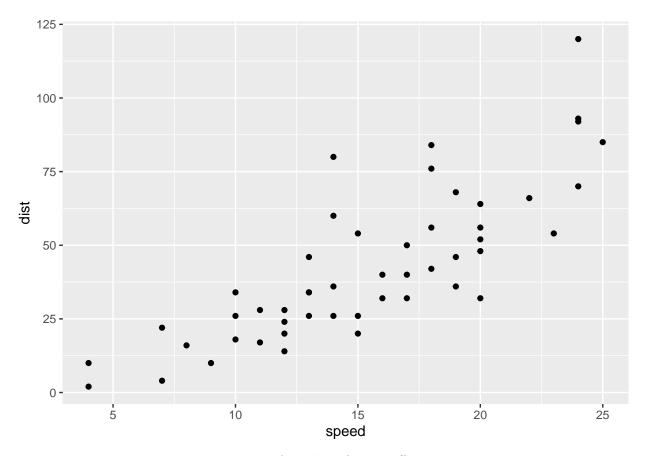


Figure 2.4: A ggplot of car stuff

```
cars %>%
  ggplot() +
  aes(x = speed, y = dist) +
  geom_point()
```

Under the hood, plots are included in your document in the same way as images
- when you build the book or knit a chapter, the plot is automatically generated
from your code, saved as an image, then included into the output document.

2.1.4 Including tables

Tables are usually included with the kable function from the knitr package.

Table 2.1 shows the first rows of that cars data - read in your own data, then use this approach to automatically generate tables.

Table 2.1: A knitr kable table

| speed | dist |
|-------|------|
| 4 | 2 |
| 4 | 10 |
| 7 | 4 |
| 7 | 22 |
| 8 | 16 |
| 9 | 10 |

```
cars %>%
head() %>%
knitr::kable(caption = "A knitr kable table")
```

- Gotcha: when using kable, captions are set inside the kable function
- The kable package is often used with the kableExtra package

2.1.5 Control positioning

One thing that may be annoying is the way *R Markdown* handles "floats" like tables and figures. In your PDF output, LaTeX will try to find the best place to put your object based on the text around it and until you're really, truly done writing you should just leave it where it lies.

In general, you should allow LaTeX to do this, but if you really really need a figure to be positioned where you put in the document, then you can make LaTeX attempt to do this with the chunk option fig.pos="H", as in Figure 2.5:

```
knitr::include_graphics("figures/beltcrest.png")
```



Figure 2.5: An Oxford logo that LaTeX will try to place at this position in the text

As anyone who has tried to manually play around with the placement of figures in a Word document knows, this can have lots of side effects with extra spacing on other pages, etc. Therefore, it is not generally a good idea to do this - only do it when you really need to ensure that an image follows directly under text where you refer to it (in this document, I needed to do this for Figure 4.1 in section 4.1.4). For more details, read the relevant section of the [R Markdown Cookbook]https://bookdown.org/yihui/rmarkdown-cookbook/figure-placement.html).

2.2 Inline code

'Inline code' simply means inclusion of code inside text. The syntax for doing this is $r R_CODE$ For example, r 4 + 4 will output 8 in your text.

You will usually use this in parts of your thesis where you report results - read in data or results in a code chunk, store things you want to report in a variable, then insert the value of that variable in your text. For example, we might assign the number of rows in the cars dataset to a variable:

num_car_observations <- nrow(cars)</pre>

We might then write:

"In the cars dataset, we have `r num_car_observations` observations."

Which would output:

"In the cars dataset, we have 50 observations."

2.2.1 Referring to results computed in other languages than R

I've commented the below section out, to avoid compilation errors from the reticulate package being unable to find a python installation (after I installed MacOS Catalina, reticulate was unable to select a python version on my system, and I had to set it manually with use_python).

If you need to use other languages, have a look at the content I commented out by the end of the **02-rmd-basics-code.Rmd** file, which gives an example of using Python in your R Markdown file.

3

Citations and cross-references

Contents

| 3.1 | Cita | tions |
|-----|-------|---|
| | 3.1.1 | PDF output |
| | 3.1.2 | Gitbook output |
| | 3.1.3 | Insert references easily with the citr add-in |
| 3.2 | Cros | ss-referencing |
| | 3.2.1 | Section references |
| | 3.2.2 | Figure (image and plot) references |
| | 3.2.3 | Table references |
| | 3.2.4 | Including page numbers |
| 3.3 | Cus | tomising your thesis' front matter 'n stuff |
| | 3.3.1 | Shorten captions shown in the list of figures (PDF) |
| | 3.3.2 | Shorten captions shown in the list of tables (PDF) |
| | 3.3.3 | Shorting the running header (PDF) |

3.1 Citations

The usual way to include citations in an *R Markdown* document is to put references in a plain text file with the extension .bib, in **BibTex** format.¹ Then reference the path to this file in **index.Rmd**'s YAML header with bibliography: example.bib.

 $^{^1{\}rm The~bibliography~can~be~in~other~formats~as~well,~including~EndNote~(.enl)~and~RIS~(.ris), see rmarkdown.rstudio.com/authoring_bibliographies_and_citations.$

Most reference managers can create a .bib file with you references automatically. However, the **by far** best reference manager to use with *R Markdown* is Zotero with the Better BibTex plug-in, because the citr plugin for RStudio (see below) can read references directly from your Zotero library!

Here is an example of an entry in a .bib file:

```
@article{Shea2014,
                   {Shea, Nicholas and Boldt, Annika},
  author =
  journal =
                   {Trends in Cognitive Sciences},
                   \{186 - -193\},\
  pages =
  title =
                   {{Supra-personal cognitive control}},
  volume =
                   {18},
  year =
                   {2014},
                   {10.1016/j.tics.2014.01.006},
  doi =
}
```

In this entry highlighed section, 'Shea2014' is the **citation identifier**. To default way to cite an entry in your text is with this syntax: [@citation-identifier]. So I might cite some things (Shea et al. 2014; Lottridge et al. 2012).

3.1.1 PDF output

In PDF output, the bibliography is handled by the OxThesis LaTeX template. If you set bib-humanities: true in index.Rmd, then in-text references will be formatted as author-year; otherwise references will be shown as numbers.

If you choose author-year formatting, a number of variations on the citation syntax are useful to know:

- Put author names outside the parenthesis
 - This: @Shea2014 says blah.
 - Becomes: Shea et al. (2014) says blah.
- Include only the citation-year (in parenthesis)

- This: Shea et al. says blah [-@Shea2014]
- Becomes: Shea et al. says blah (2014)
- Add text and page or chapter references to the citation
 - $-\ \mathrm{This:}$ [see @Shea2014, pp. 33-35; also @Wu2016, ch. 1]
 - Becomes: Blah blah (see Shea et al. 2014, pp. 33-35; also Wu 2016, ch. 1).

3.1.2 Gitbook output

In gitbook output, citations are by default inserted in the Chicago author-date format.

To change the format, add csl: some-other-style.csl in index.Rmd's YAML header. You can browse through and download styles at zotero.org/styles.

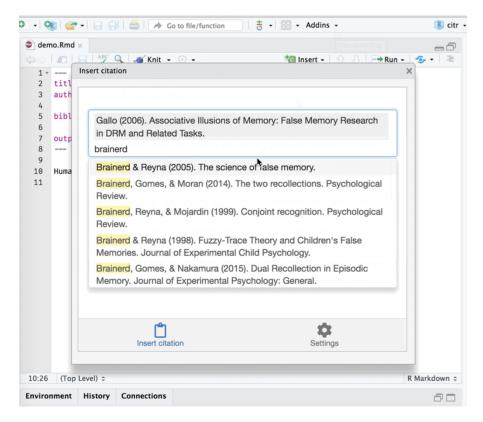


Figure 3.1: The 'citr' add-in

3.1.3 Insert references easily with the citr add-in

For an easy way to insert citations, try the citr RStudio add-in (Figure 3.1). You can install this add-in by typing install.packages("citr") in the R Console.

3.2 Cross-referencing

We can make cross-references to **sections** within our document, as well as to **figures** (images and plots) and **tables**.

The general cross-referencing syntax is \@ref(label)

3.2.1 Section references

Headers are automatically assigned a reference label, which is the text in lower caps separated by dashes. For example, # My header is automatically given the label my-header. So # My header can be referenced with \@ref(my-section)

Remember what we wrote in section 3.1?

We can also use **hyperlink syntax** and add # before the label, though this is only guaranteed to work properly in HTML output:

- So if we write Remember what we wrote up in [the previous section] (#citations)?
- It becomes Remember what we wrote up in the previous section?

Creating custom labels

It is a very good idea to create **custom labels** for our sections. This is because the automatically assigned labels will change when we change the titles of the sections - to avoid this, we can create the labels ourselves and leave them untouched if we change the section titles.

We create custom labels by adding {#label} after a header, e.g. # My section {#my-label}. See our chapter title for an example. That was section 3.

3.2.2 Figure (image and plot) references

- To refer to figures (i.e. images and plots) use the syntax \@ref(fig:label)
- GOTCHA: Figures and tables must have captions if you wish to cross-reference them.

Let's add an image:

knitr::include graphics("figures/captain.jpeg")

We refer to this image with \@ref(fig:captain). So Figure 3.2 is this image. And in Figure 2.4 we saw a cars plot.

3.2.3 Table references

• To refer to tables use the syntax \@ref(tab:label)

Let's include a table:



Figure 3.2: A marvel-lous meme

Table 3.1: Stopping cars

| speed | dist |
|-------|------|
| 4 | 2 |
| 4 | 10 |
| 7 | 4 |
| 7 | 22 |
| 8 | 16 |

We refer to this table with \@ref(tab:cars-table2). So Table 3.1 is this table. And in Table 2.1 we saw more or less the same cars table.

3.2.4 Including page numbers

Finally, in the PDF output we might also want to include the page number of a reference, so that it's easy to find in physical printed output. LaTeX has a command for this, which looks like this: \pageref{fig/tab:label} (note: curly

braces, not parentheses)

When we output to PDF, we can use raw LaTeX directly in our .Rmd files. So if we wanted to include the page of the cars plot we could write:

- This: Figure \@ref(fig:cars-plot) on page \pageref(fig:cars-plot)
- Becomes: Figure 2.4 on page 13

Include page numbers only in PDF output

A problem here is that LaTeX commands don't display in HTML output, so in the gitbook output we'd see simply "Figure 2.4 on page".

One way to get around this is to use inline R code to insert the text, and use an ifelse statement to check the output format and then insert the appropriate text.

- So this: `r ifelse(knitr::is_latex_output(), "Figure \\@ref(fig:cars-plot)
 on page \\pageref{fig:cars-plot}", "")`
- Inserts this (check this on both PDF and gitbook): Figure 2.4 on page 13

Note that we need to escape the backslash with another backslash here to get the correct output.

3.3 Customising your thesis' front matter 'n stuff

3.3.1 Shorten captions shown in the list of figures (PDF)

You might want your list of figures (which follows the table of contents) to have shorter (or just different) figure descriptions than the actual figure captions.

Do this using the chunk option fig.scap ('short caption'), for example {r captain-image, fig.cap="A very long and descriptive (and potentially boring) caption that doesn't fit in the list of figures, but helps the reader understand what the figure communicates.", fig.scap="A concise description for the list of figures"

3.3.2 Shorten captions shown in the list of tables (PDF)

You might want your list of tables (which follows the list of figures in your thesis front matter) to have shorter (or just different) table descriptions than the actual table captions.

If you are using knitr::kable to generate a table, you can do this with the argument caption.short, e.g.:

3.3.3 Shorting the running header (PDF)

You might want a chapter's running header (i.e. the header showing the title of the current chapter at the top of page) to be shorter (or just different) to the actual chapter title.

Do this by adding the latex command \chaptermark{My shorter version} after your chapter title.

For example, this chapter's running header is simply 'Cites and cross-refs', because it begins like this:

```
# Citations and cross-references {#cites-and-refs}
\chaptermark{Cites and cross-refs}
```

4 Tables

Contents

| 4.1.1 | Making your table pretty |
|-------|---------------------------|
| | |
| 4.1.2 | If your table is too wide |
| 4.1.3 | If your table is too long |

4.1 Making LaTeX tables play nice

Dealing with tables in LaTeX can be painful. This section explains the main tricks you need to make the pain go away.

(Note: if you are looking at the ebook version, you will not see much difference in this section, as it is only relevant for PDF output!)

4.1.1 Making your table pretty

When you use kable to create tables, you will almost certainly want to set the option booktabs = TRUE. This makes your table look a million times better:

```
library(knitr)
library(tidyverse)

head(mtcars) %>%
   kable(booktabs = TRUE)
```

| | mpg | cyl | disp | hp | drat | wt | qsec | vs | am | gear | carb |
|-------------------|------|-----|------|-----|------|-------|-------|----|----|------|------|
| Mazda RX4 | 21.0 | 6 | 160 | 110 | 3.90 | 2.620 | 16.46 | 0 | 1 | 4 | 4 |
| Mazda RX4 Wag | 21.0 | 6 | 160 | 110 | 3.90 | 2.875 | 17.02 | 0 | 1 | 4 | 4 |
| Datsun 710 | 22.8 | 4 | 108 | 93 | 3.85 | 2.320 | 18.61 | 1 | 1 | 4 | 1 |
| Hornet 4 Drive | 21.4 | 6 | 258 | 110 | 3.08 | 3.215 | 19.44 | 1 | 0 | 3 | 1 |
| Hornet Sportabout | 18.7 | 8 | 360 | 175 | 3.15 | 3.440 | 17.02 | 0 | 0 | 3 | 2 |
| Valiant | 18.1 | 6 | 225 | 105 | 2.76 | 3.460 | 20.22 | 1 | 0 | 3 | 1 |

Compare this to the default style, which looks terrible:

| head(mtcars) % | %>% | | |
|----------------|-----|--|--|
| kable() | | | |

| | mpg | cyl | disp | hp | drat | wt | qsec | vs | am | gear | carb |
|-------------------|------|-----|------|-----|------|-------|-------|----|----|------|------|
| Mazda RX4 | 21.0 | 6 | 160 | 110 | 3.90 | 2.620 | 16.46 | 0 | 1 | 4 | 4 |
| Mazda RX4 Wag | 21.0 | 6 | 160 | 110 | 3.90 | 2.875 | 17.02 | 0 | 1 | 4 | 4 |
| Datsun 710 | 22.8 | 4 | 108 | 93 | 3.85 | 2.320 | 18.61 | 1 | 1 | 4 | 1 |
| Hornet 4 Drive | 21.4 | 6 | 258 | 110 | 3.08 | 3.215 | 19.44 | 1 | 0 | 3 | 1 |
| Hornet Sportabout | 18.7 | 8 | 360 | 175 | 3.15 | 3.440 | 17.02 | 0 | 0 | 3 | 2 |
| Valiant | 18.1 | 6 | 225 | 105 | 2.76 | 3.460 | 20.22 | 1 | 0 | 3 | 1 |

4.1.2 If your table is too wide

You might find that your table expands into the margins of the page, like the tables above. Fix this with the kable_styling function from the kableExtra package:

```
library(kableExtra)

head(mtcars) %>%
  kable(booktabs = TRUE) %>%
  kable_styling(latex_options = "scale_down")
```

| | mpg | cyl | disp | hp | drat | wt | qsec | vs | am | gear | carb |
|-------------------|------|-----|------|-----|------|-------|-------|----|----|------|------|
| Mazda RX4 | 21.0 | 6 | 160 | 110 | 3.90 | 2.620 | 16.46 | 0 | 1 | 4 | 4 |
| Mazda RX4 Wag | 21.0 | 6 | 160 | 110 | 3.90 | 2.875 | 17.02 | 0 | 1 | 4 | 4 |
| Datsun 710 | 22.8 | 4 | 108 | 93 | 3.85 | 2.320 | 18.61 | 1 | 1 | 4 | 1 |
| Hornet 4 Drive | 21.4 | 6 | 258 | 110 | 3.08 | 3.215 | 19.44 | 1 | 0 | 3 | 1 |
| Hornet Sportabout | 18.7 | 8 | 360 | 175 | 3.15 | 3.440 | 17.02 | 0 | 0 | 3 | 2 |
| Valiant | 18.1 | 6 | 225 | 105 | 2.76 | 3.460 | 20.22 | 1 | 0 | 3 | 1 |

This scales down the table to fit the page width.

4.1.3 If your table is too long

If your table is too long to fit on a single page, set longtable = TRUE in the kable function to split the table across multiple pages.

```
a_long_table <- rbind(mtcars, mtcars)

a_long_table %>%
  select(1:8) %>%
  kable(booktabs = TRUE, longtable = TRUE)
```

| | mpg | cyl | disp | hp | drat | wt | qsec | vs |
|---------------------|------|-----|-----------------------|-----|------|-------|-------|----|
| Mazda RX4 | 21.0 | 6 | 160.0 | 110 | 3.90 | 2.620 | 16.46 | 0 |
| Mazda RX4 Wag | 21.0 | 6 | 160.0 | 110 | 3.90 | 2.875 | 17.02 | 0 |
| Datsun 710 | 22.8 | 4 | 108.0 | 93 | 3.85 | 2.320 | 18.61 | 1 |
| Hornet 4 Drive | 21.4 | 6 | 258.0 | 110 | 3.08 | 3.215 | 19.44 | 1 |
| Hornet Sportabout | 18.7 | 8 | 360.0 | 175 | 3.15 | 3.440 | 17.02 | 0 |
| Valiant | 18.1 | 6 | 225.0 | 105 | 2.76 | 3.460 | 20.22 | 1 |
| Duster 360 | 14.3 | 8 | 360.0 | 245 | 3.21 | 3.570 | 15.84 | 0 |
| Merc 240D | 24.4 | 4 | 146.7 | 62 | 3.69 | 3.190 | 20.00 | 1 |
| Merc 230 | 22.8 | 4 | 140.8 | 95 | 3.92 | 3.150 | 22.90 | 1 |
| Merc 280 | 19.2 | 6 | 167.6 | 123 | 3.92 | 3.440 | 18.30 | 1 |
| Merc 280C | 17.8 | 6 | 167.6 | 123 | 3.92 | 3.440 | 18.90 | 1 |
| Merc 450SE | 16.4 | 8 | 275.8 | 180 | 3.07 | 4.070 | 17.40 | 0 |
| Merc 450SL | 17.3 | 8 | 275.8 | 180 | 3.07 | 3.730 | 17.60 | 0 |
| Merc 450SLC | 15.2 | 8 | 275.8 | 180 | 3.07 | 3.780 | 18.00 | 0 |
| Cadillac Fleetwood | 10.4 | 8 | 472.0 | 205 | 2.93 | 5.250 | 17.98 | 0 |
| Lincoln Continental | 10.4 | 8 | 460.0 | 215 | 3.00 | 5.424 | 17.82 | 0 |
| Chrysler Imperial | 14.7 | 8 | 440.0 | 230 | 3.23 | 5.345 | 17.42 | 0 |

| Fiat 128 Honda Civic | $32.4 \\ 30.4$ | $\frac{4}{4}$ | 78.7 75.7 | 66 52 | 4.08 4.93 | 2.200 1.615 | 19.47 18.52 | 1 1 |
|--|----------------|---------------|--------------|----------|--------------|----------------|----------------|--------|
| Toyota Corolla | 33.9 | 4 | 71.1 | 65 | 4.22 | 1.835 | 19.90 | 1 |
| Toyota Corona Dodge Challenger AMC Javelin Camaro Z28 Pontiac Firebird | 21.5 | 4 | 120.1 | 97 | 3.70 | 2.465 | 20.01 | 1 |
| | 15.5 | 8 | 318.0 | 150 | 2.76 | 3.520 | 16.87 | 0 |
| | 15.2 | 8 | 304.0 | 150 | 3.15 | 3.435 | 17.30 | 0 |
| | 13.3 | 8 | 350.0 | 245 | 3.73 | 3.840 | 15.41 | 0 |
| | 19.2 | 8 | 400.0 | 175 | 3.08 | 3.845 | 17.05 | 0 |
| Fiat X1-9 Porsche 914-2 Lotus Europa Ford Pantera L Ferrari Dino | 27.3 | 4 | 79.0 | 66 | 4.08 | 1.935 | 18.90 | 1 |
| | 26.0 | 4 | 120.3 | 91 | 4.43 | 2.140 | 16.70 | 0 |
| | 30.4 | 4 | 95.1 | 113 | 3.77 | 1.513 | 16.90 | 1 |
| | 15.8 | 8 | 351.0 | 264 | 4.22 | 3.170 | 14.50 | 0 |
| | 19.7 | 6 | 145.0 | 175 | 3.62 | 2.770 | 15.50 | 0 |
| Maserati Bora | 15.0 | 8 | 301.0 | 335 | 3.54 | 3.570 | 14.60 | 0 |
| Volvo 142E | 21.4 | 4 | 121.0 | 109 | 4.11 | 2.780 | 18.60 | 1 |
| Mazda RX41 | 21.0 | 6 | 160.0 | 110 | 3.90 | 2.620 | 16.46 | 0 |
| Mazda RX4 Wag1 | 21.0 | 6 | 160.0 | 110 | 3.90 | 2.875 | 17.02 | 0 |
| Datsun 7101 | 22.8 | 4 | 108.0 | 93 | 3.85 | 2.320 | 18.61 | 1 |
| Hornet 4 Drive1 | 21.4 | 6 | 258.0 | 110 | 3.08 | 3.215 | 19.44 | 1 |
| Hornet Sportabout1 | 18.7 | 8 | 360.0 | 175 | 3.15 | 3.440 | 17.02 | 0 |
| Valiant1 | 18.1 | 6 | 225.0 | 105 | 2.76 | 3.460 | 20.22 | 1 |
| Duster 3601 | 14.3 | 8 | 360.0 | 245 | 3.21 | 3.570 | 15.84 | 0 |
| Merc 240D1 | 24.4 | 4 | 146.7 | 62 | 3.69 | 3.190 | 20.00 | 1 |
| Merc 2301 | 22.8 | 4 | 140.8 | 95 | 3.92 | 3.150 | 22.90 | 1 |
| Merc 2801 | 19.2 | 6 | 167.6 | 123 | 3.92 | 3.440 | 18.30 | 1 |
| Merc 280C1 | 17.8 | 6 | 167.6 | 123 | 3.92 | 3.440 | 18.90 | 1 |
| Merc 450SE1 | 16.4 | 8 | 275.8 | 180 | 3.07 | 4.070 | 17.40 | 0 |
| Merc 450SL1 | 17.3 | 8 | 275.8 | 180 | 3.07 | 3.730 | 17.60 | 0 |
| Merc 450SLC1 | 15.2 | 8 | 275.8 | 180 | 3.07 | 3.780 | 18.00 | 0 |
| Cadillac Fleetwood1 | 10.4 | 8 | 472.0 | 205 | 2.93 | 5.250 | 17.98 | 0 |
| Lincoln Continental1 | 10.4 | 8 | 460.0 | 215 | 3.00 | 5.424 | 17.82 | 0 |
| Chrysler Imperial1 | 14.7 | 8 | 440.0 | 230 | 3.23 | 5.345 | 17.42 | 0 |
| Fiat 1281 | 32.4 | 4 | 78.7 | 66 | 4.08 | 2.200 | 19.47 | 1 |
| Honda Civic1 Toyota Corolla1 Toyota Corona1 Dodge Challenger1 AMC Javelin1 | 30.4 | 4 | 75.7 | 52 | 4.93 | 1.615 | 18.52 | 1 |
| | 33.9 | 4 | 71.1 | 65 | 4.22 | 1.835 | 19.90 | 1 |
| | 21.5 | 4 | 120.1 | 97 | 3.70 | 2.465 | 20.01 | 1 |
| | 15.5 | 8 | 318.0 | 150 | 2.76 | 3.520 | 16.87 | 0 |
| | 15.2 | 8 | 304.0 | 150 | 3.15 | 3.435 | 17.30 | 0 |
| Camaro Z281 | 13.3 | 8 | 350.0 | 245 | 3.73 | 3.840 | 15.41 | 0 |
| Pontiac Firebird1 | 19.2 | 8 | 400.0 | 175 | 3.08 | 3.845 | 17.05 | 0 |
| Fiat X1-91 | 27.3 | 4 | 79.0 | 66 | 4.08 | 1.935 | 18.90 | 1 |
| Porsche 914-21 | 26.0 | 4 | 120.3 | 91 | 4.43 | 2.140 | 16.70 | 0 |

| Lotus Europa1 | 30.4 | 4 | 95.1 | 113 | 3.77 | 1.513 | 16.90 | 1 |
|-----------------|------|---|-------|-----|------|-------|-------|---|
| Ford Pantera L1 | 15.8 | 8 | 351.0 | 264 | 4.22 | 3.170 | 14.50 | 0 |
| Ferrari Dino1 | 19.7 | 6 | 145.0 | 175 | 3.62 | 2.770 | 15.50 | 0 |
| Maserati Bora1 | 15.0 | 8 | 301.0 | 335 | 3.54 | 3.570 | 14.60 | 0 |
| Volvo 142E1 | 21.4 | 4 | 121.0 | 109 | 4.11 | 2.780 | 18.60 | 1 |

When you do this, you'll probably want to make the header repeat on new pages. Do this with the kable_styling function from kableExtra:

```
a_long_table %>%

kable(booktabs = TRUE, longtable = TRUE) %>%

kable_styling(latex_options = "repeat_header")
```

| | mpg | cyl | disp | hp | drat | wt | qsec | vs | am | gear | carb |
|---------------------|------|-----|-------|-----|------|-------|-------|----|----|------|------|
| Mazda RX4 | 21.0 | 6 | 160.0 | 110 | 3.90 | 2.620 | 16.46 | 0 | 1 | 4 | 4 |
| Mazda RX4 Wag | 21.0 | 6 | 160.0 | 110 | 3.90 | 2.875 | 17.02 | 0 | 1 | 4 | 4 |
| Datsun 710 | 22.8 | 4 | 108.0 | 93 | 3.85 | 2.320 | 18.61 | 1 | 1 | 4 | 1 |
| Hornet 4 Drive | 21.4 | 6 | 258.0 | 110 | 3.08 | 3.215 | 19.44 | 1 | 0 | 3 | 1 |
| Hornet Sportabout | 18.7 | 8 | 360.0 | 175 | 3.15 | 3.440 | 17.02 | 0 | 0 | 3 | 2 |
| Valiant | 18.1 | 6 | 225.0 | 105 | 2.76 | 3.460 | 20.22 | 1 | 0 | 3 | 1 |
| Duster 360 | 14.3 | 8 | 360.0 | 245 | 3.21 | 3.570 | 15.84 | 0 | 0 | 3 | 4 |
| Merc 240D | 24.4 | 4 | 146.7 | 62 | 3.69 | 3.190 | 20.00 | 1 | 0 | 4 | 2 |
| Merc 230 | 22.8 | 4 | 140.8 | 95 | 3.92 | 3.150 | 22.90 | 1 | 0 | 4 | 2 |
| Merc 280 | 19.2 | 6 | 167.6 | 123 | 3.92 | 3.440 | 18.30 | 1 | 0 | 4 | 4 |
| Merc 280C | 17.8 | 6 | 167.6 | 123 | 3.92 | 3.440 | 18.90 | 1 | 0 | 4 | 4 |
| Merc 450SE | 16.4 | 8 | 275.8 | 180 | 3.07 | 4.070 | 17.40 | 0 | 0 | 3 | 3 |
| Merc 450SL | 17.3 | 8 | 275.8 | 180 | 3.07 | 3.730 | 17.60 | 0 | 0 | 3 | 3 |
| Merc 450SLC | 15.2 | 8 | 275.8 | 180 | 3.07 | 3.780 | 18.00 | 0 | 0 | 3 | 3 |
| Cadillac Fleetwood | 10.4 | 8 | 472.0 | 205 | 2.93 | 5.250 | 17.98 | 0 | 0 | 3 | 4 |
| Lincoln Continental | 10.4 | 8 | 460.0 | 215 | 3.00 | 5.424 | 17.82 | 0 | 0 | 3 | 4 |
| Chrysler Imperial | 14.7 | 8 | 440.0 | 230 | 3.23 | 5.345 | 17.42 | 0 | 0 | 3 | 4 |
| Fiat 128 | 32.4 | 4 | 78.7 | 66 | 4.08 | 2.200 | 19.47 | 1 | 1 | 4 | 1 |
| Honda Civic | 30.4 | 4 | 75.7 | 52 | 4.93 | 1.615 | 18.52 | 1 | 1 | 4 | 2 |
| Toyota Corolla | 33.9 | 4 | 71.1 | 65 | 4.22 | 1.835 | 19.90 | 1 | 1 | 4 | 1 |
| Toyota Corona | 21.5 | 4 | 120.1 | 97 | 3.70 | 2.465 | 20.01 | 1 | 0 | 3 | 1 |
| Dodge Challenger | 15.5 | 8 | 318.0 | 150 | 2.76 | 3.520 | 16.87 | 0 | 0 | 3 | 2 |
| AMC Javelin | 15.2 | 8 | 304.0 | 150 | 3.15 | 3.435 | 17.30 | 0 | 0 | 3 | 2 |
| Camaro Z28 | 13.3 | 8 | 350.0 | 245 | 3.73 | 3.840 | 15.41 | 0 | 0 | 3 | 4 |
| Pontiac Firebird | 19.2 | 8 | 400.0 | 175 | 3.08 | 3.845 | 17.05 | 0 | 0 | 3 | 2 |
| Fiat X1-9 | 27.3 | 4 | 79.0 | 66 | 4.08 | 1.935 | 18.90 | 1 | 1 | 4 | 1 |

(continued)

| (continued) | | | | | | | | | | | |
|----------------------|------|-----|-----------------------|-----|-----------------------|-------|-------|----|----|------|------|
| | mpg | cyl | disp | hp | drat | wt | qsec | vs | am | gear | carb |
| Porsche 914-2 | 26.0 | 4 | 120.3 | 91 | 4.43 | 2.140 | 16.70 | 0 | 1 | 5 | 2 |
| Lotus Europa | 30.4 | 4 | 95.1 | 113 | 3.77 | 1.513 | 16.90 | 1 | 1 | 5 | 2 |
| Ford Pantera L | 15.8 | 8 | 351.0 | 264 | 4.22 | 3.170 | 14.50 | 0 | 1 | 5 | 4 |
| Ferrari Dino | 19.7 | 6 | 145.0 | 175 | 3.62 | 2.770 | 15.50 | 0 | 1 | 5 | 6 |
| Maserati Bora | 15.0 | 8 | 301.0 | 335 | 3.54 | 3.570 | 14.60 | 0 | 1 | 5 | 8 |
| Volvo 142E | 21.4 | 4 | 121.0 | 109 | 4.11 | 2.780 | 18.60 | 1 | 1 | 4 | 2 |
| Mazda RX41 | 21.0 | 6 | 160.0 | 110 | 3.90 | 2.620 | 16.46 | 0 | 1 | 4 | 4 |
| Mazda RX4 Wag1 | 21.0 | 6 | 160.0 | 110 | 3.90 | 2.875 | 17.02 | 0 | 1 | 4 | 4 |
| Datsun 7101 | 22.8 | 4 | 108.0 | 93 | 3.85 | 2.320 | 18.61 | 1 | 1 | 4 | 1 |
| Hornet 4 Drive1 | 21.4 | 6 | 258.0 | 110 | 3.08 | 3.215 | 19.44 | 1 | 0 | 3 | 1 |
| Hornet Sportabout1 | 18.7 | 8 | 360.0 | 175 | 3.15 | 3.440 | 17.02 | 0 | 0 | 3 | 2 |
| Valiant1 | 18.1 | 6 | 225.0 | 105 | 2.76 | 3.460 | 20.22 | 1 | 0 | 3 | 1 |
| Duster 3601 | 14.3 | 8 | 360.0 | 245 | 3.21 | 3.570 | 15.84 | 0 | 0 | 3 | 4 |
| Merc 240D1 | 24.4 | 4 | 146.7 | 62 | 3.69 | 3.190 | 20.00 | 1 | 0 | 4 | 2 |
| Merc 2301 | 22.8 | 4 | 140.8 | 95 | 3.92 | 3.150 | 22.90 | 1 | 0 | 4 | 2 |
| Merc 2801 | 19.2 | 6 | 167.6 | 123 | 3.92 | 3.440 | 18.30 | 1 | 0 | 4 | 4 |
| Merc 280C1 | 17.8 | 6 | 167.6 | 123 | 3.92 | 3.440 | 18.90 | 1 | 0 | 4 | 4 |
| Merc 450SE1 | 16.4 | 8 | 275.8 | 180 | 3.07 | 4.070 | 17.40 | 0 | 0 | 3 | 3 |
| Merc 450SL1 | 17.3 | 8 | 275.8 | 180 | 3.07 | 3.730 | 17.60 | 0 | 0 | 3 | 3 |
| Merc 450SLC1 | 15.2 | 8 | 275.8 | 180 | 3.07 | 3.780 | 18.00 | 0 | 0 | 3 | 3 |
| Cadillac Fleetwood1 | 10.4 | 8 | 472.0 | 205 | 2.93 | 5.250 | 17.98 | 0 | 0 | 3 | 4 |
| Lincoln Continental1 | 10.4 | 8 | 460.0 | 215 | 3.00 | 5.424 | 17.82 | 0 | 0 | 3 | 4 |
| Chrysler Imperial1 | 14.7 | 8 | 440.0 | 230 | 3.23 | 5.345 | 17.42 | 0 | 0 | 3 | 4 |
| Fiat 1281 | 32.4 | 4 | 78.7 | 66 | 4.08 | 2.200 | 19.47 | 1 | 1 | 4 | 1 |
| Honda Civic1 | 30.4 | 4 | 75.7 | 52 | 4.93 | 1.615 | 18.52 | 1 | 1 | 4 | 2 |
| Toyota Corolla1 | 33.9 | 4 | 71.1 | 65 | 4.22 | 1.835 | 19.90 | 1 | 1 | 4 | 1 |
| Toyota Corona1 | 21.5 | 4 | 120.1 | 97 | 3.70 | 2.465 | 20.01 | 1 | 0 | 3 | 1 |
| Dodge Challenger1 | 15.5 | 8 | 318.0 | 150 | 2.76 | 3.520 | 16.87 | 0 | 0 | 3 | 2 |
| AMC Javelin1 | 15.2 | 8 | 304.0 | 150 | 3.15 | 3.435 | 17.30 | 0 | 0 | 3 | 2 |
| Camaro Z281 | 13.3 | 8 | 350.0 | 245 | 3.73 | 3.840 | 15.41 | 0 | 0 | 3 | 4 |
| Pontiac Firebird1 | 19.2 | 8 | 400.0 | 175 | 3.08 | 3.845 | 17.05 | 0 | 0 | 3 | 2 |
| Fiat X1-91 | 27.3 | 4 | 79.0 | 66 | 4.08 | 1.935 | 18.90 | 1 | 1 | 4 | 1 |
| Porsche 914-21 | 26.0 | 4 | 120.3 | 91 | 4.43 | 2.140 | 16.70 | 0 | 1 | 5 | 2 |
| Lotus Europa1 | 30.4 | 4 | 95.1 | 113 | 3.77 | 1.513 | 16.90 | 1 | 1 | 5 | 2 |
| Ford Pantera L1 | 15.8 | 8 | 351.0 | 264 | 4.22 | 3.170 | 14.50 | 0 | 1 | 5 | 4 |
| Ferrari Dino1 | 19.7 | 6 | 145.0 | 175 | 3.62 | 2.770 | 15.50 | 0 | 1 | 5 | 6 |
| Maserati Bora1 | 15.0 | 8 | 301.0 | 335 | 3.54 | 3.570 | 14.60 | 0 | 1 | 5 | 8 |
| Volvo 142E1 | 21.4 | 4 | 121.0 | 109 | 4.11 | 2.780 | 18.60 | 1 | 1 | 4 | 2 |
| | | - | | | | | 5.50 | _ | - | - | _ |

Unfortunately, we cannot use the scale_down option with a longtable. So if a longtable is too wide, you can either manually adjust the font size, or show the table in landscape layout. To adjust the font size, use kableExtra's font_size option:

```
a_long_table %>%

kable(booktabs = TRUE, longtable = TRUE) %>%

kable_styling(font_size = 9, latex_options = "repeat_header")
```

| | mpg | cyl | disp | hp | drat | wt | qsec | vs | am | gear | carl |
|---------------------|------|-----|-------|-----|------|-------|-------|----|----|------|------|
| Mazda RX4 | 21.0 | 6 | 160.0 | 110 | 3.90 | 2.620 | 16.46 | 0 | 1 | 4 | 4 |
| Mazda RX4 Wag | 21.0 | 6 | 160.0 | 110 | 3.90 | 2.875 | 17.02 | 0 | 1 | 4 | 4 |
| Datsun 710 | 22.8 | 4 | 108.0 | 93 | 3.85 | 2.320 | 18.61 | 1 | 1 | 4 |] |
| Hornet 4 Drive | 21.4 | 6 | 258.0 | 110 | 3.08 | 3.215 | 19.44 | 1 | 0 | 3 |] |
| Hornet Sportabout | 18.7 | 8 | 360.0 | 175 | 3.15 | 3.440 | 17.02 | 0 | 0 | 3 | 2 |
| Valiant | 18.1 | 6 | 225.0 | 105 | 2.76 | 3.460 | 20.22 | 1 | 0 | 3 |] |
| Duster 360 | 14.3 | 8 | 360.0 | 245 | 3.21 | 3.570 | 15.84 | 0 | 0 | 3 | 4 |
| Merc 240D | 24.4 | 4 | 146.7 | 62 | 3.69 | 3.190 | 20.00 | 1 | 0 | 4 | 4 |
| Merc 230 | 22.8 | 4 | 140.8 | 95 | 3.92 | 3.150 | 22.90 | 1 | 0 | 4 | 6 |
| Merc 280 | 19.2 | 6 | 167.6 | 123 | 3.92 | 3.440 | 18.30 | 1 | 0 | 4 | 4 |
| Merc 280C | 17.8 | 6 | 167.6 | 123 | 3.92 | 3.440 | 18.90 | 1 | 0 | 4 | 4 |
| Merc 450SE | 16.4 | 8 | 275.8 | 180 | 3.07 | 4.070 | 17.40 | 0 | 0 | 3 | ; |
| Merc 450SL | 17.3 | 8 | 275.8 | 180 | 3.07 | 3.730 | 17.60 | 0 | 0 | 3 | : |
| Merc 450SLC | 15.2 | 8 | 275.8 | 180 | 3.07 | 3.780 | 18.00 | 0 | 0 | 3 | ; |
| Cadillac Fleetwood | 10.4 | 8 | 472.0 | 205 | 2.93 | 5.250 | 17.98 | 0 | 0 | 3 | |
| Lincoln Continental | 10.4 | 8 | 460.0 | 215 | 3.00 | 5.424 | 17.82 | 0 | 0 | 3 | |
| Chrysler Imperial | 14.7 | 8 | 440.0 | 230 | 3.23 | 5.345 | 17.42 | 0 | 0 | 3 | |
| Fiat 128 | 32.4 | 4 | 78.7 | 66 | 4.08 | 2.200 | 19.47 | 1 | 1 | 4 | |
| Honda Civic | 30.4 | 4 | 75.7 | 52 | 4.93 | 1.615 | 18.52 | 1 | 1 | 4 | |
| Toyota Corolla | 33.9 | 4 | 71.1 | 65 | 4.22 | 1.835 | 19.90 | 1 | 1 | 4 | |
| Toyota Corona | 21.5 | 4 | 120.1 | 97 | 3.70 | 2.465 | 20.01 | 1 | 0 | 3 | |
| Dodge Challenger | 15.5 | 8 | 318.0 | 150 | 2.76 | 3.520 | 16.87 | 0 | 0 | 3 | |
| AMC Javelin | 15.2 | 8 | 304.0 | 150 | 3.15 | 3.435 | 17.30 | 0 | 0 | 3 | |
| Camaro Z28 | 13.3 | 8 | 350.0 | 245 | 3.73 | 3.840 | 15.41 | 0 | 0 | 3 | |
| Pontiac Firebird | 19.2 | 8 | 400.0 | 175 | 3.08 | 3.845 | 17.05 | 0 | 0 | 3 | |
| Fiat X1-9 | 27.3 | 4 | 79.0 | 66 | 4.08 | 1.935 | 18.90 | 1 | 1 | 4 | |
| Porsche 914-2 | 26.0 | 4 | 120.3 | 91 | 4.43 | 2.140 | 16.70 | 0 | 1 | 5 | |
| Lotus Europa | 30.4 | 4 | 95.1 | 113 | 3.77 | 1.513 | 16.90 | 1 | 1 | 5 | |
| Ford Pantera L | 15.8 | 8 | 351.0 | 264 | 4.22 | 3.170 | 14.50 | 0 | 1 | 5 | |
| Ferrari Dino | 19.7 | 6 | 145.0 | 175 | 3.62 | 2.770 | 15.50 | 0 | 1 | 5 | |
| Maserati Bora | 15.0 | 8 | 301.0 | 335 | 3.54 | 3.570 | 14.60 | 0 | 1 | 5 | |
| Volvo 142E | 21.4 | 4 | 121.0 | 109 | 4.11 | 2.780 | 18.60 | 1 | 1 | 4 | |
| Mazda RX41 | 21.0 | 6 | 160.0 | 110 | 3.90 | 2.620 | 16.46 | 0 | 1 | 4 | |
| Mazda RX4 Wag1 | 21.0 | 6 | 160.0 | 110 | 3.90 | 2.875 | 17.02 | 0 | 1 | 4 | |
| Datsun 7101 | 22.8 | 4 | 108.0 | 93 | 3.85 | 2.320 | 18.61 | 1 | 1 | 4 | |
| Hornet 4 Drive1 | 21.4 | 6 | 258.0 | 110 | 3.08 | 3.215 | 19.44 | 1 | 0 | 3 | |
| Hornet Sportabout1 | 18.7 | 8 | 360.0 | 175 | 3.15 | 3.440 | 17.02 | 0 | 0 | 3 | |
| Valiant1 | 18.1 | 6 | 225.0 | 105 | 2.76 | 3.460 | 20.22 | 1 | 0 | 3 | |
| Duster 3601 | 14.3 | 8 | 360.0 | 245 | 3.21 | 3.570 | 15.84 | 0 | 0 | 3 | |
| Merc 240D1 | 24.4 | 4 | 146.7 | 62 | 3.69 | 3.190 | 20.00 | 1 | 0 | 4 | |
| Merc 2301 | 22.8 | 4 | 140.8 | 95 | 3.92 | 3.150 | 22.90 | 1 | 0 | 4 | |
| | | | | | | | | | | | |

| / | | |
|-------|----------|--|
| 1 con | ntinued) | |
| 1001 | www.ucu, | |

| | mpg | cyl | disp | $_{ m hp}$ | drat | wt | qsec | vs | am | gear | carb |
|----------------------|------|----------------------|-----------------------|------------|-----------------------|-------|-------|----|----|------|-----------------------|
| Merc 2801 | 19.2 | 6 | 167.6 | 123 | 3.92 | 3.440 | 18.30 | 1 | 0 | 4 | 4 |
| Merc 280C1 | 17.8 | 6 | 167.6 | 123 | 3.92 | 3.440 | 18.90 | 1 | 0 | 4 | 4 |
| Merc 450SE1 | 16.4 | 8 | 275.8 | 180 | 3.07 | 4.070 | 17.40 | 0 | 0 | 3 | 3 |
| Merc 450SL1 | 17.3 | 8 | 275.8 | 180 | 3.07 | 3.730 | 17.60 | 0 | 0 | 3 | 3 |
| Merc~450 SLC1 | 15.2 | 8 | 275.8 | 180 | 3.07 | 3.780 | 18.00 | 0 | 0 | 3 | 3 |
| Cadillac Fleetwood1 | 10.4 | 8 | 472.0 | 205 | 2.93 | 5.250 | 17.98 | 0 | 0 | 3 | 4 |
| Lincoln Continental1 | 10.4 | 8 | 460.0 | 215 | 3.00 | 5.424 | 17.82 | 0 | 0 | 3 | 4 |
| Chrysler Imperial1 | 14.7 | 8 | 440.0 | 230 | 3.23 | 5.345 | 17.42 | 0 | 0 | 3 | 4 |
| Fiat 1281 | 32.4 | 4 | 78.7 | 66 | 4.08 | 2.200 | 19.47 | 1 | 1 | 4 | 1 |
| Honda Civic1 | 30.4 | 4 | 75.7 | 52 | 4.93 | 1.615 | 18.52 | 1 | 1 | 4 | 2 |
| Toyota Corolla1 | 33.9 | 4 | 71.1 | 65 | 4.22 | 1.835 | 19.90 | 1 | 1 | 4 | 1 |
| Toyota Coronal | 21.5 | 4 | 120.1 | 97 | 3.70 | 2.465 | 20.01 | 1 | 0 | 3 | 1 |
| Dodge Challenger1 | 15.5 | 8 | 318.0 | 150 | 2.76 | 3.520 | 16.87 | 0 | 0 | 3 | 2 |
| AMC Javelin1 | 15.2 | 8 | 304.0 | 150 | 3.15 | 3.435 | 17.30 | 0 | 0 | 3 | 2 |
| Camaro Z281 | 13.3 | 8 | 350.0 | 245 | 3.73 | 3.840 | 15.41 | 0 | 0 | 3 | 4 |
| Pontiac Firebird1 | 19.2 | 8 | 400.0 | 175 | 3.08 | 3.845 | 17.05 | 0 | 0 | 3 | 2 |
| Fiat X1-91 | 27.3 | 4 | 79.0 | 66 | 4.08 | 1.935 | 18.90 | 1 | 1 | 4 | 1 |
| Porsche 914-21 | 26.0 | 4 | 120.3 | 91 | 4.43 | 2.140 | 16.70 | 0 | 1 | 5 | 2 |
| Lotus Europa1 | 30.4 | 4 | 95.1 | 113 | 3.77 | 1.513 | 16.90 | 1 | 1 | 5 | 2 |
| Ford Pantera L1 | 15.8 | 8 | 351.0 | 264 | 4.22 | 3.170 | 14.50 | 0 | 1 | 5 | 4 |
| Ferrari Dino1 | 19.7 | 6 | 145.0 | 175 | 3.62 | 2.770 | 15.50 | 0 | 1 | 5 | 6 |
| Maserati Bora1 | 15.0 | 8 | 301.0 | 335 | 3.54 | 3.570 | 14.60 | 0 | 1 | 5 | 8 |
| Volvo 142E1 | 21.4 | 4 | 121.0 | 109 | 4.11 | 2.780 | 18.60 | 1 | 1 | 4 | 2 |

To put the table in landscape mode, use kableExtra's landscape function:

```
a_long_table %>%

kable(booktabs = TRUE, longtable = TRUE) %>%

kable_styling(latex_options = "repeat_header") %>%

landscape()
```

| | mpg | cyl | disp | hp | drat | wt | qsec | vs | am | gear | carb |
|---------------------|--------------|-----|-----------------------|-----|-----------------------|-------|-------|----|----|------|------|
| Mazda RX4 | 21.0 | 6 | 160.0 | 110 | 3.90 | 2.620 | 16.46 | 0 | 1 | 4 | 4 |
| Mazda RX4 Wag | 21.0 | 6 | 160.0 | 110 | 3.90 | 2.875 | 17.02 | 0 | 1 | 4 | 4 |
| Datsun 710 | 22.8 | 4 | 108.0 | 93 | 3.85 | 2.320 | 18.61 | 1 | 1 | 4 | 1 |
| Hornet 4 Drive | 21.4 | 6 | 258.0 | 110 | 3.08 | 3.215 | 19.44 | 1 | 0 | 3 | 1 |
| Hornet Sportabout | 18.7 | 8 | 360.0 | 175 | 3.15 | 3.440 | 17.02 | 0 | 0 | 3 | 2 |
| Valiant | 18.1 | 6 | 225.0 | 105 | 2.76 | 3.460 | 20.22 | 1 | 0 | 3 | 1 |
| Duster 360 | 14.3 | 8 | 360.0 | 245 | 3.21 | 3.570 | 15.84 | 0 | 0 | 3 | 4 |
| Merc 240D | 24.4 | 4 | 146.7 | 62 | 3.69 | 3.190 | 20.00 | 1 | 0 | 4 | 2 |
| Merc 230 | 22.8 | 4 | 140.8 | 95 | 3.92 | 3.150 | 22.90 | 1 | 0 | 4 | 2 |
| Merc 280 | 19.2 | 6 | 167.6 | 123 | 3.92 | 3.440 | 18.30 | 1 | 0 | 4 | 4 |
| Merc 280C | 17.8 | 6 | 167.6 | 123 | 3.92 | 3.440 | 18.90 | 1 | 0 | 4 | 4 |
| Merc 450SE | 16.4 17.3 | 8 | 275.8 | 180 | 3.07 | 4.070 | 17.40 | 0 | 0 | 3 | 3 |
| Merc 450SL | | 8 | 275.8 | 180 | 3.07 | 3.730 | 17.60 | 0 | 0 | 3 | 3 |
| Merc 450SLC | 15.2 | 8 | 275.8 | 180 | 3.07 | 3.780 | 18.00 | 0 | 0 | 3 | 3 |
| Cadillac Fleetwood | 10.4 | 8 | 472.0 | 205 | 2.93 | 5.250 | 17.98 | 0 | 0 | 3 | 4 |
| Lincoln Continental | 10.4 | 8 | 460.0 | 215 | 3.00 | 5.424 | 17.82 | 0 | 0 | 3 | 4 |
| Chrysler Imperial | 14.7 | 8 | 440.0 | 230 | 3.23 | 5.345 | 17.42 | 0 | 0 | 3 | 4 |
| Fiat 128 | 32.4 | 4 | 78.7 | 66 | 4.08 | 2.200 | 19.47 | 1 | 1 | 4 | 1 |
| Honda Civic | 30.4 | 4 | 75.7 | 52 | 4.93 | 1.615 | 18.52 | 1 | 1 | 4 | 2 |
| Toyota Corolla | 33.9 | 4 | 71.1 | 65 | 4.22 | 1.835 | 19.90 | 1 | 1 | 4 | 1 |
| Toyota Corona | 21.5 | 4 | 120.1 | 97 | 3.70 | 2.465 | 20.01 | 1 | 0 | 3 | 1 |
| Dodge Challenger | 15.5 | 8 | 318.0 | 150 | 2.76 | 3.520 | 16.87 | 0 | 0 | 3 | 2 |
| AMC Javelin | 15.2 | 8 | 304.0 | 150 | 3.15 | 3.435 | 17.30 | 0 | 0 | 3 | 2 |
| Camaro Z28 | 13.3 | 8 | 350.0 | 245 | 3.73 | 3.840 | 15.41 | 0 | 0 | 3 | 4 |
| Pontiac Firebird | 19.2 | 8 | 400.0 | 175 | 3.08 | 3.845 | 17.05 | 0 | 0 | 3 | 2 |

| | mpg | cyl | disp | hp | drat | wt | qsec | vs | am | gear | carb |
|----------------------|------|-----|-----------------------|-----|-----------------------|-------|-------|----|----|------|------|
| Fiat X1-9 | 27.3 | 4 | 79.0 | 66 | 4.08 | 1.935 | 18.90 | 1 | 1 | 4 | 1 |
| Porsche 914-2 | 26.0 | 4 | 120.3 | 91 | 4.43 | 2.140 | 16.70 | 0 | 1 | 5 | 2 |
| Lotus Europa | 30.4 | 4 | 95.1 | 113 | 3.77 | 1.513 | 16.90 | 1 | 1 | 5 | 2 |
| Ford Pantera L | 15.8 | 8 | 351.0 | 264 | 4.22 | 3.170 | 14.50 | 0 | 1 | 5 | 4 |
| Ferrari Dino | 19.7 | 6 | 145.0 | 175 | 3.62 | 2.770 | 15.50 | 0 | 1 | 5 | 6 |
| Maserati Bora | 15.0 | 8 | 301.0 | 335 | 3.54 | 3.570 | 14.60 | 0 | 1 | 5 | 8 |
| Volvo 142E | 21.4 | 4 | 121.0 | 109 | 4.11 | 2.780 | 18.60 | 1 | 1 | 4 | 2 |
| Mazda RX41 | 21.0 | 6 | 160.0 | 110 | 3.90 | 2.620 | 16.46 | 0 | 1 | 4 | 4 |
| Mazda RX4 Wag1 | 21.0 | 6 | 160.0 | 110 | 3.90 | 2.875 | 17.02 | 0 | 1 | 4 | 4 |
| Datsun 7101 | 22.8 | 4 | 108.0 | 93 | 3.85 | 2.320 | 18.61 | 1 | 1 | 4 | 1 |
| Hornet 4 Drive1 | 21.4 | 6 | 258.0 | 110 | 3.08 | 3.215 | 19.44 | 1 | 0 | 3 | 1 |
| Hornet Sportabout1 | 18.7 | 8 | 360.0 | 175 | 3.15 | 3.440 | 17.02 | 0 | 0 | 3 | 2 |
| Valiant1 | 18.1 | 6 | 225.0 | 105 | 2.76 | 3.460 | 20.22 | 1 | 0 | 3 | 1 |
| Duster 3601 | 14.3 | 8 | 360.0 | 245 | 3.21 | 3.570 | 15.84 | 0 | 0 | 3 | 4 |
| Merc 240D1 | 24.4 | 4 | 146.7 | 62 | 3.69 | 3.190 | 20.00 | 1 | 0 | 4 | 2 |
| Merc 2301 | 22.8 | 4 | 140.8 | 95 | 3.92 | 3.150 | 22.90 | 1 | 0 | 4 | 2 |
| Merc 2801 | 19.2 | 6 | 167.6 | 123 | 3.92 | 3.440 | 18.30 | 1 | 0 | 4 | 4 |
| Merc 280C1 | 17.8 | 6 | 167.6 | 123 | 3.92 | 3.440 | 18.90 | 1 | 0 | 4 | 4 |
| Merc 450SE1 | 16.4 | 8 | 275.8 | 180 | 3.07 | 4.070 | 17.40 | 0 | 0 | 3 | 3 |
| Merc 450SL1 | 17.3 | 8 | 275.8 | 180 | 3.07 | 3.730 | 17.60 | 0 | 0 | 3 | 3 |
| Merc 450SLC1 | 15.2 | 8 | 275.8 | 180 | 3.07 | 3.780 | 18.00 | 0 | 0 | 3 | 3 |
| Cadillac Fleetwood1 | 10.4 | 8 | 472.0 | 205 | 2.93 | 5.250 | 17.98 | 0 | 0 | 3 | 4 |
| Lincoln Continental1 | 10.4 | 8 | 460.0 | 215 | 3.00 | 5.424 | 17.82 | 0 | 0 | 3 | 4 |
| Chrysler Imperial1 | 14.7 | 8 | 440.0 | 230 | 3.23 | 5.345 | 17.42 | 0 | 0 | 3 | 4 |

(continued)

| | | 1 | 1. | 1 | 1 , | | | | | | 1 |
|-------------------|------|-----|-------|-----|------|-------|-------|----|----|------|------|
| | mpg | cyl | disp | hp | drat | wt | qsec | VS | am | gear | carb |
| Fiat 1281 | 32.4 | 4 | 78.7 | 66 | 4.08 | 2.200 | 19.47 | 1 | 1 | 4 | 1 |
| Honda Civic1 | 30.4 | 4 | 75.7 | 52 | 4.93 | 1.615 | 18.52 | 1 | 1 | 4 | 2 |
| Toyota Corolla1 | 33.9 | 4 | 71.1 | 65 | 4.22 | 1.835 | 19.90 | 1 | 1 | 4 | 1 |
| Toyota Corona1 | 21.5 | 4 | 120.1 | 97 | 3.70 | 2.465 | 20.01 | 1 | 0 | 3 | 1 |
| Dodge Challenger1 | 15.5 | 8 | 318.0 | 150 | 2.76 | 3.520 | 16.87 | 0 | 0 | 3 | 2 |
| AMC Javelin1 | 15.2 | 8 | 304.0 | 150 | 3.15 | 3.435 | 17.30 | 0 | 0 | 3 | 2 |
| Camaro Z281 | 13.3 | 8 | 350.0 | 245 | 3.73 | 3.840 | 15.41 | 0 | 0 | 3 | 4 |
| Pontiac Firebird1 | 19.2 | 8 | 400.0 | 175 | 3.08 | 3.845 | 17.05 | 0 | 0 | 3 | 2 |
| Fiat X1-91 | 27.3 | 4 | 79.0 | 66 | 4.08 | 1.935 | 18.90 | 1 | 1 | 4 | 1 |
| Porsche 914-21 | 26.0 | 4 | 120.3 | 91 | 4.43 | 2.140 | 16.70 | 0 | 1 | 5 | 2 |
| Lotus Europa1 | 30.4 | 4 | 95.1 | 113 | 3.77 | 1.513 | 16.90 | 1 | 1 | 5 | 2 |
| Ford Pantera L1 | 15.8 | 8 | 351.0 | 264 | 4.22 | 3.170 | 14.50 | 0 | 1 | 5 | 4 |
| Ferrari Dino1 | 19.7 | 6 | 145.0 | 175 | 3.62 | 2.770 | 15.50 | 0 | 1 | 5 | 6 |
| Maserati Bora1 | 15.0 | 8 | 301.0 | 335 | 3.54 | 3.570 | 14.60 | 0 | 1 | 5 | 8 |
| Volvo 142E1 | 21.4 | 4 | 121.0 | 109 | 4.11 | 2.780 | 18.60 | 1 | 1 | 4 | 2 |

4.1.4 Max power: manually adjust the raw LaTeX output

For total flexibility, you can adjust the raw LaTeX output from kable/kableExtra that generates the table. Let us consider how we would do this for the example of adjusting the font size if our table is too wide: Latex has a bunch of standard commands that set an approximate font size, as shown below in Figure 4.1.

| \tiny | Lorem ipsum |
|---------------|-------------|
| \scriptsize | Lorem ipsum |
| \footnotesize | Lorem ipsum |
| \small | Lorem ipsum |

Figure 4.1: Font sizes in LaTeX

You could use these to manually adjust the font size in your longtable in two steps:

- 1. Wrap the longtable environment in, e.g., a scriptsize environment, by doing a string replacement in the output from kable/kableExtra
- 2. Add the attributes that make R Markdown understand that the table is a table (it seems R drops these when we do the string replacement)

#add attributes to make R Markdown treat this as a kable LaTeX table again
our_adjusted_table %>%

structure(format = "latex", class = "knitr_kable")

| | mpg | cyl | disp | hp | drat | wt | qsec | vs | am | gear | carb |
|----------------------|------|----------------------|-------------|-------------------|-------------|-------|-------|----|----|------|----------------|
| Mazda RX4 | 21.0 | 6 | 160.0 | 110 | 3.90 | 2.620 | 16.46 | 0 | 1 | 4 | 4 |
| Mazda RX4 Wag | 21.0 | 6 | 160.0 | 110 | 3.90 | 2.875 | 17.02 | 0 | 1 | 4 | 4 |
| Datsun 710 | 22.8 | 4 | 108.0 | 93 | 3.85 | 2.320 | 18.61 | 1 | 1 | 4 | 1 |
| Hornet 4 Drive | 21.4 | 6 | 258.0 | 110 | 3.08 | 3.215 | 19.44 | 1 | 0 | 3 | 1 |
| Hornet Sportabout | 18.7 | 8 | 360.0 | 175 | 3.15 | 3.440 | 17.02 | 0 | 0 | 3 | 2 |
| Valiant | 18.1 | 6 | 225.0 | 105 | 2.76 | 3.460 | 20.22 | 1 | 0 | 3 | 1 |
| Duster 360 | 14.3 | 8 | 360.0 | 245 | 3.21 | 3.570 | 15.84 | 0 | 0 | 3 | 4 |
| Merc 240D | 24.4 | 4 | 146.7 | 62 | 3.69 | 3.190 | 20.00 | 1 | 0 | 4 | 2 |
| Merc 230 | 22.8 | 4 | 140.8 | 95 | 3.92 | 3.150 | 22.90 | 1 | 0 | 4 | 2 |
| Merc 280 | 19.2 | 6 | 167.6 | 123 | 3.92 | 3.440 | 18.30 | 1 | 0 | 4 | 4 |
| Merc 280C | 17.8 | 6 | 167.6 | 123 | 3.92 | 3.440 | 18.90 | 1 | 0 | 4 | 4 |
| Merc 450SE | 16.4 | 8 | 275.8 | 180 | 3.07 | 4.070 | 17.40 | 0 | 0 | 3 | 3 |
| Merc 450SL | 17.3 | 8 | 275.8 | 180 | 3.07 | 3.730 | 17.60 | 0 | 0 | 3 | 3 |
| Merc 450SLC | 15.2 | 8 | 275.8 | 180 | 3.07 | 3.780 | 18.00 | 0 | 0 | 3 | 3 |
| Cadillac Fleetwood | 10.4 | 8 | 472.0 | 205 | 2.93 | 5.250 | 17.98 | 0 | 0 | 3 | 4 |
| Lincoln Continental | 10.4 | 8 | 460.0 | 215 | 3.00 | 5.424 | 17.82 | 0 | 0 | 3 | 4 |
| Chrysler Imperial | 14.7 | 8 | 440.0 | 230 | 3.23 | 5.345 | 17.42 | 0 | 0 | 3 | 4 |
| Fiat 128 | 32.4 | 4 | 78.7 | 66 | 4.08 | 2.200 | 19.47 | 1 | 1 | 4 | 1 |
| Honda Civic | 30.4 | 4 | 75.7 | 52 | 4.93 | 1.615 | 18.52 | 1 | 1 | 4 | 2 |
| Toyota Corolla | 33.9 | 4 | 71.1 | 65 | 4.22 | 1.835 | 19.90 | 1 | 1 | 4 | 1 |
| Tovota Corona | 21.5 | 4 | 120.1 | 97 | 3.70 | 2.465 | 20.01 | 1 | 0 | 3 | 1 |
| Dodge Challenger | 15.5 | 8 | 318.0 | 150 | 2.76 | 3.520 | 16.87 | 0 | 0 | 3 | 2 |
| AMC Javelin | 15.2 | 8 | 304.0 | 150 | 3.15 | 3.435 | 17.30 | 0 | 0 | 3 | 2 |
| Camaro Z28 | 13.3 | 8 | 350.0 | 245 | 3.73 | 3.840 | 15.41 | 0 | 0 | 3 | 4 |
| Pontiac Firebird | 19.2 | 8 | 400.0 | 175 | 3.08 | 3.845 | 17.05 | 0 | 0 | 3 | 2 |
| Fiat X1-9 | 27.3 | 4 | 79.0 | 66 | 4.08 | 1.935 | 18.90 | 1 | 1 | 4 | 1 |
| Porsche 914-2 | 26.0 | 4 | 120.3 | 91 | 4.43 | 2.140 | 16.70 | 0 | 1 | 5 | 2 |
| Lotus Europa | 30.4 | 4 | 95.1 | 113 | 3.77 | 1.513 | 16.90 | 1 | 1 | 5 | 2 |
| Ford Pantera L | 15.8 | 8 | 351.0 | 264 | 4.22 | 3.170 | 14.50 | 0 | 1 | 5 | 4 |
| Ferrari Dino | 19.7 | 6 | 145.0 | 175 | 3.62 | 2.770 | 15.50 | 0 | 1 | 5 | 6 |
| Maserati Bora | 15.0 | 8 | 301.0 | 335 | 3.54 | 3.570 | 14.60 | 0 | 1 | 5 | 8 |
| Volvo 142E | 21.4 | 4 | 121.0 | 109 | 4.11 | 2.780 | 18.60 | 1 | 1 | 4 | 2 |
| Mazda RX41 | 21.0 | 6 | 160.0 | 110 | 3.90 | 2.620 | 16.46 | 0 | 1 | 4 | 4 |
| Mazda RX4 Wag1 | 21.0 | 6 | 160.0 | 110 | 3.90 | 2.875 | 17.02 | 0 | 1 | 4 | 4 |
| Datsun 7101 | 22.8 | 4 | 108.0 | 93 | 3.85 | 2.320 | 18.61 | 1 | 1 | 4 | 1 |
| Hornet 4 Drive1 | 21.4 | 6 | 258.0 | 110 | 3.08 | 3.215 | 19.44 | 1 | 0 | 3 | 1 |
| Hornet Sportabout1 | 18.7 | 8 | 360.0 | 175 | 3.15 | 3.440 | 17.02 | 0 | 0 | 3 | 2 |
| Valiant1 | 18.1 | 6 | 225.0 | 105 | 2.76 | 3.460 | 20.22 | 1 | 0 | 3 | 1 |
| Duster 3601 | 14.3 | 8 | 360.0 | 245 | 3.21 | 3.570 | 15.84 | 0 | 0 | 3 | 4 |
| Merc 240D1 | 24.4 | 4 | 146.7 | 62 | 3.69 | 3.190 | 20.00 | 1 | 0 | 4 | 2 |
| Merc 2301 | 22.8 | 4 | 140.8 | 95 | 3.92 | 3.150 | 22.90 | 1 | 0 | 4 | 2 |
| Merc 2801 | 19.2 | 6 | 167.6 | 123 | 3.92 | 3.440 | 18.30 | 1 | 0 | 4 | 4 |
| Merc 280C1 | 17.8 | 6 | 167.6 | 123 | 3.92 | 3.440 | 18.90 | 1 | 0 | 4 | $\overline{4}$ |
| Merc 450SE1 | 16.4 | 8 | 275.8 | 180 | 3.07 | 4.070 | 17.40 | 0 | 0 | 3 | 3 |
| Merc 450SL1 | 17.3 | 8 | 275.8 | 180 | 3.07 | 3.730 | 17.60 | 0 | 0 | 3 | 3 |
| Merc 450SLC1 | 15.2 | 8 | 275.8 | 180 | 3.07 | 3.780 | 18.00 | 0 | 0 | 3 | 3 |
| Cadillac Fleetwood1 | 10.2 | 8 | 472.0 | 205 | 2.93 | 5.250 | 17.98 | 0 | 0 | 3 | 4 |
| Lincoln Continental1 | 10.4 | 8 | 460.0 | $\frac{200}{215}$ | 3.00 | 5.424 | 17.82 | 0 | 0 | 3 | 4 |
| Chrysler Imperial1 | 14.7 | 8 | 440.0 | 230 | 3.23 | 5.345 | 17.42 | 0 | 0 | 3 | 4 |
| Fiat 1281 | 32.4 | $\overset{\circ}{4}$ | 78.7 | 66 | 4.08 | 2.200 | 19.47 | 1 | 1 | 4 | 1 |
| Honda Civic1 | 30.4 | 4 | 75.7 | 52 | 4.93 | 1.615 | 18.52 | 1 | 1 | 4 | 2 |
| Toyota Corolla1 | 33.9 | 4 | 73.7 71.1 | $\frac{52}{65}$ | 4.93 4.22 | 1.835 | 19.90 | 1 | 1 | 4 | 1 |
| 10yota Colollai | 55.5 | 4 | 11.1 | 00 | 4.44 | 1.000 | 10.00 | 1 | 1 | 4 | 1 |

(continued)

| | mpg | cyl | disp | hp | drat | wt | qsec | VS | am | gear | carb |
|-------------------|------|-----|-------|-----|-----------------------|-------|-------|----|----|------|------|
| Toyota Corona1 | 21.5 | 4 | 120.1 | 97 | 3.70 | 2.465 | 20.01 | 1 | 0 | 3 | 1 |
| Dodge Challenger1 | 15.5 | 8 | 318.0 | 150 | 2.76 | 3.520 | 16.87 | 0 | 0 | 3 | 2 |
| AMC Javelin1 | 15.2 | 8 | 304.0 | 150 | 3.15 | 3.435 | 17.30 | 0 | 0 | 3 | 2 |
| Camaro Z281 | 13.3 | 8 | 350.0 | 245 | 3.73 | 3.840 | 15.41 | 0 | 0 | 3 | 4 |
| Pontiac Firebird1 | 19.2 | 8 | 400.0 | 175 | 3.08 | 3.845 | 17.05 | 0 | 0 | 3 | 2 |
| Fiat X1-91 | 27.3 | 4 | 79.0 | 66 | 4.08 | 1.935 | 18.90 | 1 | 1 | 4 | 1 |
| Porsche 914-21 | 26.0 | 4 | 120.3 | 91 | 4.43 | 2.140 | 16.70 | 0 | 1 | 5 | 2 |
| Lotus Europa1 | 30.4 | 4 | 95.1 | 113 | 3.77 | 1.513 | 16.90 | 1 | 1 | 5 | 2 |
| Ford Pantera L1 | 15.8 | 8 | 351.0 | 264 | 4.22 | 3.170 | 14.50 | 0 | 1 | 5 | 4 |
| Ferrari Dino1 | 19.7 | 6 | 145.0 | 175 | 3.62 | 2.770 | 15.50 | 0 | 1 | 5 | 6 |
| Maserati Bora1 | 15.0 | 8 | 301.0 | 335 | 3.54 | 3.570 | 14.60 | 0 | 1 | 5 | 8 |
| Volvo 142E1 | 21.4 | 4 | 121.0 | 109 | 4.11 | 2.780 | 18.60 | 1 | 1 | 4 | 2 |

There is grandeur in this view of life, with its several powers, having been originally breathed into a few forms or into one; and that, whilst this planet has gone cycling on according to the fixed law of gravity, from so simple a beginning endless forms most beautiful and most wonderful have been, and are being, evolved.

— Charles Darwin (Darwin 1859)

5

Notes on The OxThesis template and on collaboration

Contents

| 5.1 | Unnumbered chapters | | | | | | | | | |
|------------|--|---|-----------|--|--|--|--|--|--|--|
| 5.2 | 2 Beginning chapters with quotes | | | | | | | | | |
| 5.3 | Highlighting corrections | | | | | | | | | |
| | 5.3.1 | Short, inline corrections | 40 | | | | | | | |
| | 5.3.2 | Blocks of added or changed material | 41 | | | | | | | |
| | 5.3.3 | Stopping corrections from being highlighted in the output | 41 | | | | | | | |
| 5.4 | 5.4 Diving in to the OxThesis LaTeX template 4 | | | | | | | | | |
| 5.5 | Coll | aborative writing | 42 | | | | | | | |

5.1 Unnumbered chapters

To make chapters unnumbered (this is normally only relevant to the Introduction and/or the Conclusion), follow the chapter header with {-}, e.g. # Introduction {-}.

When you do this, you must also follow the heading with these two latex commands:

5. Notes on The OxThesis template and on collaboration

\adjustmtc

\markboth{The Name of Your Unnumbered Chapter}{}

Otherwise the chapter's mini table of contents and the running header will show the previous chapter.

5.2 Beginning chapters with quotes

The OxThesis LaTeX template lets you inject some wittiness into your thesis by including a block of type savequote at the beginning of chapters. To do this, use the syntax ```{block type='savequote'}.¹

Add the reference for the quote with the chunk option quote_author="my author name". You will also want to add the chunk option include=knitr::is_latex_output() so that quotes are only included in PDF output.

It's not possible to use markdown syntax inside chunk options, so if you want to e.g. italicise a book name in the reference use a 'text reference': Create a named piece of text with '(ref:label-name) My text', then point to this in the chunk option with quote author='(ref:label-name)'.

5.3 Highlighting corrections

For when it comes time to do corrections, you may want to highlight changes made when you submit a post-viva, corrected copy to your examiners so they can quickly verify you've completed the task. You can do so like this:

5.3.1 Short, inline corrections

Highlight short, inline corrections by doing [like this] {.correction} — the text between the square brackets will then be highlighted in blue in the output.

This should work, also with cross references (do you remember chapter 1?) or even citations (Shea et al. 2014).

 $^{^1}$ For more on custom block types, see the relevant section in $Authoring\ Books\ with\ R\ Markdown.$

5. Notes on The OxThesis template and on collaboration

However, pandoc might get confused by citations and cross-references. In particular, it might get confused by (this Shea et al. 2014){.correction}

In such cases, you could just use LaTeX syntax directly (this has the drawback of not showing up in HTML output, but you probably only care about correction highlighting in the PDF version for your examiners anyway!). The correction highlighting is supplied by the soul package, so you would do like this:

It doesn't get confused by \hl{this \textcite{Shea2014}} Becomes: It doesn't get confused by this Shea et al. (2014).

5.3.2 Blocks of added or changed material

Highlight entire blocks of added or changed material by putting them in a block of type correction, using the syntax ```{block type='correction'}.2 Like so:

For larger chunks, like this paragraph or indeed entire figures, you can use the correction block type. This environment **highlights paragraph-sized and** larger blocks with the same blue colour.

5.3.3 Stopping corrections from being highlighted in the output

For **PDF** output, go to **index.Rmd** and (i) set **corrections**: **false** under **params** in the YAML header (stops block of corrections from being highlighted), (ii) comment out pandoc_args: ["--lua-filter=scripts_and_filters/correction_filter.lua"] (stops inline corrections from being highlighted).

For **gitbook** output, go to **style.css** and comment out the styling for .correction.

5.4 Diving in to the OxThesis LaTeX template

For LaTeX minded people, you can read through **templates/template.tex** to see which additional customisation options are available as well as **templates/ociamthesis.cls**

²In the .tex file for PDF output, this will put the content between \begin{correction} and \end{correction}; in gitbook output it will be put between <div class="correction"> and </div>.

5. Notes on The OxThesis template and on collaboration

which supplies the base class. For example, **template.tex** provides an option for master's degree submissions, which changes identifying information to candidate number and includes a word count. At the time of writing, you must set this directly in **template.tex** rather than from the YAML header in **index.Rmd**.

5.5 Collaborative writing

Best practices for collaboration and change tracking when using R Markdown are still an open question. In the blog post **One year to dissertate** by Lucy D'Agostino, which I highly recommend, the author notes that she knits .Rmd files to a word_document, then uses the googledrive R package to send this to Google Drive for comments / revisions from co-authors, then incorporates Google Drive suggestions by hand into the .Rmd source files. This is a bit clunky, and there are ongoing discussions among the R Markdown developers about what the best way is to handle collaborative writing (see issue #1463 on GitHub, where CriticMarkup is among the suggestions).

For now, this is an open question in the community of R Markdown users. I often knit to a format that can easily be imported to Google Docs for comments, then go over suggested revisions and manually incorporate them back in to the .Rmd source files. For articles, I sometimes upload a near-final draft to Overleaf, then collaboratively make final edits to the LATEX file there. I suspect some great solution will be developed in the not-to-distant future, probably by the RStudio team.

6

Customisations and extensions

This chapter describes a number of additional tips and tricks as well as possible customizations to the oxforddown thesis.

6.1 Applying custom font color and highlighting to text

The lua filter that adds the functionality to highlight corrections adds two more tricks: you can apply your own choice of colour to highlight text, or to change the font color of some text. The syntax is as follows:

```
Here's [some text in green highlighting] {highlight="green"} Becomes: Here's some text in green highlighting.
```

```
[Here's some text with red font]{color="red"}
Becomes: Here's some text with red font
```

Finally — never, ever actually do this — [here's some text with green highlighting and red font] {highlight="green" color="red"} Becomes: here's some text with green highlighting and red font

The file scripts_and_filters/colour_and_highlight.lua implements this, if you want to fiddle around with it. It works with both PDF and HTML output.

6.2 Embedding PDF documents as chapters

You may want to embed existing PDF documents into the thesis, for example if your department allows a 'portfolio' style thesis and you need to include an existing typeset publication as a chapter.

In gitbook output, you can simply use knitr::include_graphics and it should include a scrollable (and downloadable) PDF. You will probably want to set the chunk options out.width='100%' and out.height='1000px':

```
knitr::include_graphics("figures/pdf_example/Lyngs2020_FB.pdf")
```

In LaTeX output, however, this approach can cause odd behaviour. Therefore, when you build your thesis to PDF, split the PDF into an alphanumerically sorted sequence of **single-page** PDF files (you can do this automatically with the package pdftools). You can then use the appropriate LaTeX command to insert them, as shown below (for brevity, in the oxforddown PDF sample content we're only including two pages) Note that the chunk option results='asis' must be set. You may also want to remove margins from the PDF files, which you can do with Adobe Acrobat (paid version) and likely other software.

```
# install.packages(pdftools)
# split PDF into pages stored in figures/pdf_example/split/
# pdftools::pdf_split("figures/pdf_example/Lyngs2020_FB.pdf",
# output = "figures/pdf_example/split/")

# grab the pages
pages <- list.files("figures/pdf_example/split", full.names = TRUE)

# set how wide you want the inserted PDFs to be:
# 1.0 is 100 per cent of the oxforddown PDF page width;
# you may want to make it a bit bigger
pdf_width <- 1.2</pre>
```

CHI 2020 Paper

CHI 2020, April 25-30, 2020, Honolulu, HI, USA

'I Just Want to Hack Myself to Not Get Distracted': Evaluating Design Interventions for Self-Control on Facebook

Ulrik Lyngs¹, Kai Lukoff², Petr Slovak³, William Seymour¹, Helena Webb¹, Marina Jirotka¹, Jun Zhao¹, Max Van Kleek¹, Nigel Shadbolt¹

¹Department of Computer Science, University of Oxford, UK, {first.last}@cs.ox.ac.uk

²Human Centered Design & Engineering, University of Washington, Seattle, US, kai1@uw.edu

³Department of Informatics, King's College London, UK, petr.slovak@kcl.ac.uk

ABSTRACT

Beyond being the world's largest social network, Facebook is for many also one of its greatest sources of digital distraction. For students, problematic use has been associated with negative effects on academic achievement and general wellbeing. To understand what strategies could help users regain control, we investigated how simple interventions to the Facebook UI affect behaviour and perceived control. We assigned 58 university students to one of three interventions: goal reminders, removed newsfeed, or white background (control). We logged use for 6 weeks, applied interventions in the middle weeks, and administered fortnightly surveys. Both goal reminders and removed newsfeed helped participants stay on task and avoid distraction. However, goal reminders were often annoying, and removing the newsfeed made some fear missing out on information. Our findings point to future interventions such as controls for adjusting types and amount of available information, and flexible blocking which matches individual definitions of 'distraction'.

Author Keywords

Facebook; problematic use; self-control; distraction; ICT non-use; addiction; focus; interruptions

CCS Concepts

•Human-centered computing \rightarrow Empirical studies in HCI;

INTRODUCTION

Research on 'Problematic Facebook Use' (PFU) has investigated correlations between Facebook use and negative effects on outcomes such as level of academic achievement [35] and subjective wellbeing [58, 57]. A cross-cutting finding is that negative outcomes are associated with difficulty at exerting self-control over use, as well as specific use patterns including viewing friends' wide-audience broadcasts rather than receiving targeted communication from strong ties [13, 58].

Permission to make digital or hard copies of part or all of this work for personal or classroom use is granted without fee provided that copies are not made or distributed for profit or commercial advantage and that copies bear this notice and the full citation on the first page. Copyrights for third-party components of this work must be honored. For all other uses, contact the owner/author(s).

For an other uses, contact the owner/author(s). CHI '20, April 25–30, 2020, Honolulu, HI, USA. © 2020 Copyright is held by the author/owner(s). ACM ISBN 978-1-4503-6708-0/20/04. http://dx.doi.org/10.1145/3313831.3376672 Much of this work has focused on self-control over Facebook use in student populations [2, 44, 46], with media multitasking research finding that students often give in to use which provides short-term 'guilty pleasures' over important, but aversive academic tasks [76, 88, 60]. In the present paper, we present a mixed-methods study exploring how two interventions to Facebook — goal reminders and removing the newsfeed — affect university students' patterns of use and perceived control over Facebook use. To triangulate self-report with objective measurement, our study combined usage logging with fortnightly surveys and post-study interviews.

We found that both interventions helped participants stay on task and use Facebook more in line with their intentions. In terms of use patterns, goal reminders led to less scrolling, fewer and shorter visits, and less time on site, whereas removing the newsfeed led to less scrolling, shorter visits, and less content 'liked'. However, goal reminders were often experienced as annoying, and removing the newsfeed made some participants fear missing out on information. After the study, participants suggested a range of design solutions to mitigate self-control struggles on Facebook, including controls for filtering or removing the newsfeed, reminders of time spent and of use goals, and removing features that drive engagement. As an exploratory study, this work should be followed by confirmatory studies to assess whether our findings replicate, and how they may generalise beyond a student population.

RELATED WORK

Struggles with Facebook use

Whereas many uses of Facebook offer important benefits, such as social support, rapid spread of information, or facilitation of real-world interactions [78], a substantial amount of research has focused on negative aspects [58]. For example, studies have reported correlations between patterns of Facebook use and lower academic achievement [77, 86], low self-esteem, depression and anxiety [51], feelings of isolation and loneliness [2], and general psychological distress [15]. Such 'Problematic Facebook Use' (PFU) has been studied under various names (including 'Facebook dependence' [87] and 'Facebook addiction' [5]), but a recent review summarised a common definition as 'problematic behaviour characterised by addictive-like symptoms and/or self-regulation difficulties related to Facebook use leading to negative consequences in personal and social life' [58].

Paper 543 Page 1

CHI 2020 Paper

CHI 2020, April 25-30, 2020, Honolulu, HI, USA

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Paper 543 Page 11

6.3 Customizing referencing

6.3.1 Using a .csl file with pandoc instead of biblatex

The oxforddown package uses biblatex in latex for referencing. It is also possible to use pandoc for referencing by providing a .csl file in the YAML header of index.Rmd (likely requiring commenting out the biblatex code in templates/template.tex). This may be helpful for those who have a .csl file describing the referencing format for a particular journal. However, note that this approach does not support chapter bibliographies (see Section 6.3.2).

```
csl: ecology.csl
```

6.3.2 Customizing biblatex and adding chapter bibliographies

This section provides one example of customizing biblatex. Much of this code was combined from searches on Stack Exchange and other sources (e.g. here).

In **templates/template.tex**, one can replace the existing biblatex calls with the following to achieve referencing that looks like this:

```
(Charmantier and Gienapp 2014)
```

Charmantier, A. and P. Gienapp (2014). Climate change and timing of avian breeding and migration: evolutionary versus plastic changes. Evolutionary Applications 7(1):15–28. doi: 10.1111/eva.12126.

```
\usepackage[backend=biber,
   bibencoding=utf8,
   refsection=chapter, % referencing by chapter
   style=authoryear,
   firstinits=true,
   isbn=false,
   doi=true,
   url=false,
```

```
eprint=false,
    related=false,
    dashed=false,
    clearlang=true,
   maxcitenames=2,
   mincitenames=1,
   maxbibnames=10,
    abbreviate=false,
   minbibnames=3,
    uniquelist=minyear,
    sortcites=true,
    date=year
]{biblatex}
\AtEveryBibitem{%
  \clearlist{language}%
 \clearfield{note}
}
\DeclareFieldFormat{titlecase}{\MakeTitleCase{#1}}
\newrobustcmd{\MakeTitleCase}[1]{%
  \ifthenelse{\ifcurrentfield{booktitle}\OR\ifcurrentfield{booksubtitle}%
    \OR\ifcurrentfield{maintitle}\OR\ifcurrentfield{mainsubtitle}%
    \OR\ifcurrentfield{journaltitle}\OR\ifcurrentfield{journalsubtitle}%
    \OR\ifcurrentfield{issuetitle}\OR\ifcurrentfield{issuesubtitle}%
    \OR\ifentrytype{book}\OR\ifentrytype{mvbook}\OR\ifentrytype{bookinbook}%
    \OR\ifentrytype{booklet}\OR\ifentrytype{suppbook}%
    \OR\ifentrytype{collection}\OR\ifentrytype{mvcollection}%
    \OR\ifentrytype{suppcollection}\OR\ifentrytype{manual}%
    \OR\ifentrytype{periodical}\OR\ifentrytype{suppperiodical}%
```

```
\OR\ifentrytype{proceedings}\OR\ifentrytype{mvproceedings}%
    \OR\ifentrytype{reference}\OR\ifentrytype{mvreference}%
    \OR\ifentrytype{report}\OR\ifentrytype{thesis}}
    {#1}
    {\MakeSentenceCase{#1}}}
% \renewbibmacro{in:}{}
% suppress "in" for articles
%
\renewbibmacro{in:}{%
 \ifentrytype{article}{}{\printtext{\bibstring{in}\intitlepunct}}}
%-- no "quotes" around titles of chapters/article titles
\DeclareFieldFormat[article, inbook, incollection, inproceedings, misc, thesis, unp
{title}{#1}
%-- no punctuation after volume
\DeclareFieldFormat[article]
{volume}{{#1}}
%-- puts number/issue between brackets
\DeclareFieldFormat[article, inbook, incollection, inproceedings, misc, thesis, unp
{number}{\mkbibparens{#1}}
%-- and then for articles directly the pages w/o any "pages" or "pp."
\DeclareFieldFormat[article]
{pages}{#1}
%-- for some types replace "pages" by "p."
\DeclareFieldFormat[inproceedings, incollection, inbook]
{pages}{p. #1}
%-- format 16(4):224--225 for articles
\renewbibmacro*{volume+number+eid}{
  \printfield{volume}%
 \printfield{number}%
```

```
\printunit{\addcolon}
}
```

If you would like chapter bibliographies, in addition insert the following code at the end of each chapter, and comment out the entire REFERENCES section at the end of template.tex.

\printbibliography[segment=\therefsection,heading=subbibliography]

6.4 Customizing the page headers and footers

This can now be done directly in **index.Rmd**'s YAML header. If you are a LaTeX expert and you need further customisation that what's currently provided, you can tweak the relevant sections of **templates/template.tex** - the relevant code is beneath the line that begins \usepackage{fancyhdr}.

Alles Gescheite ist schon gedacht worden. Man muss nur versuchen, es noch einmal zu denken.

All intelligent thoughts have already been thought; what is necessary is only to try to think them again.

— Johann Wolfgang von Goethe (von Goethe 1829)

Conclusion

If we don't want Conclusion to have a chapter number next to it, we can add the {-} attribute.

More info

And here's some other random info: the first paragraph after a chapter title or section head *shouldn't be* indented, because indents are to tell the reader that you're starting a new paragraph. Since that's obvious after a chapter or section title, proper typesetting doesn't add an indent there.

Appendices



The First Appendix

This first appendix includes an R chunk that was hidden in the document (using echo = FALSE) to help with readibility:

In 02-rmd-basics-code.Rmd

```
library(tidyverse)
knitr::include_graphics("figures/chunk-parts.png")
```

And here's another one from the same chapter, i.e. Chapter 2:

knitr::include_graphics("figures/beltcrest.png")

B

The Second Appendix, for Fun

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