	그 그 그림 그 학생들이 사이에서 겨울에 되어 되어야 하게 얼굴하는 사람들이 하는데 했다.
	304990072
	HW I
	Ziman Lu
1. 10)	In Sice X: (12,4) obes hot affect the result of Y
(0.)	The model halas mistakes When X1=X2=0,
	Thus, when n 7,4, the model makes mistakes in 5
	Thus, when n 7,4, the model makes mistakes in 8 od all the examples, which is 2"-2" mistakes
	8
(1)	The does of each or odd Culting on Xilizey) done
(5)	There obes not exist such a split splitling on X(17,4) does not make any difference splitling of X: (1::Es) would
	Create or tree with a lad of all is and the other last tils.
	Thus the tree will still judict all 15, making to difference
	1.3,12
7 4	
10	4[Y]=-8/04/8)-8/04/8=0,5436
<u> </u>	
10'	
Section 1	=> The gain in entropy is 0
1 01	Non entropy is - 2 (- 2/090+ 4/09 4)-14/094+4/094)
	(4 (a 4)
W	= 0 + 2.456
	=0,4016
	Gain = 0.5436-0.40+6=0.138
	· · · · · · · · · · · · · · · · · · ·
w - i Se	
Also la	

2. la	= q log q - (1-q) log (1-9)
	= /oq q - /oq (1-4) - 9
	1 9
	= log -1-919
	= (0) -99(1-9)-9
	To naximize B(q) inc need to minimize 9 (1-9)-9 differentiate it ne get (x-1) 21 [h(x)-h(x)]
	$(1-x)^2$
Service Control	Men 9 = = Sne it grand demarke is b
	Men 9 = = ' She its second demated is a hay be hegetive, we have B(9) is maximized when 1 = =
	Refnik
()	H(x): H(Si) is equal to H(I), we have
	= 17 () Pitlet - 1 Rethithet Ink
	=1.1. Prn
	-1\1c)
	Thus the intermedion gain 10.
10 10 A	ATTACHED TO A STATE OF THE STAT

2:6/	
3191	Own neighbour, the error is O.
	(Mr heighbour, the error is .
(b)	A taskick wichel load to michaitication . For evanula the
5	A too big k might lead to mischaritication. For example, the two 't' one close to the size in the upper part. If tho small knill lead to Devtilling
	Snall Knill lead to Devtilling
11/	The optimal k value is k= j. The error is 2
	The erra is 2
	7
1 1 1 A	So the same with the same of t
rank M x I	
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al.	
Marine In	The same of the sa
PA N	The sold was below to be to be to be to be the first of the
AND THE	
4004	The second secon

Class: From Figure 1, we can see the number of passengers who similed is almost double of that who did not survived in 4 'a' chast The trends reverses in class 3. Thus the higher the class, the more likely the presences would write (the number surject is close to that who did not service in class 2) Sex: We can see From Figure 2 that the survival rate of a man is significantly loner than that of a noman Thus, fenale passengers were mare likely to survive. Age: Ne can see that only personers with age 10 or below has a higher carried rate than death rate from Figure 3. Most passengers are between 20-45 years old, and they have the highest death rate. SibSp: From Figure &, we can see that payenger with for 2 siblings have the highest survival rates. Passenger with no or more than 2 siblings have comparable for survival rates. Parch: We can see from Figure I that most People have D, lor 2 parent/children on board. Those with for 2 parents/children have higher survival rate than those have none Fare: We can see from Figure b that people pay less than \$50 fore have a much higher death rate that the vert groups. In fact, they are the only group with a higher death rate than survival rate. Enlarked. From Figure 7, people enlarked at 0.0 has higher survival rate. They are the only grap with a survival rate higher than death rate.

(b)	The training error is olight as seen in the code results
	The training ener is 0,014
	A A A A A A A A A A A A A A A A A A A
(0)	The training error is 0,167, 0,201, 0,240 for 105,7 respectively
	repectively
. 0	Train emor Test emor
	Majority Vole 0.404 0.407
	Randon 0,459 0.467 laisiontree 0,02 0.246
	theighbors 0.212 0.375
	J/Ve19 12003
141	The best knowne is 7. The cost validation error is 2.290
	The When the number of neighbors increases to the
	range of 23-33, the emor is also dozently low
	Then the emor storts to inchange again.
1	U
320	
**	
Alexander of the second	0.33 -
	Pall
	0.32 -
	. 0.32
	_
	0.31
	0.30
	0.29 -
	0 10 20 30 40 50
200	
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Scanned with CamScanner

