

Battalion Editorials

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MONDAY, FEBRUARY 20, 1950

A Successful Emphasis on Religion . . .

Though the most successful Religious Emphasis Week in the history of A & M closed last Friday, we do not believe the words of Dr. Henry H. Crane and the other seven religious leaders who were here will be soon forgotten by Aggies.

The greater part of the success of the week was due to the fine selection of leaders and the well planned program of events by the Religious Emphasis Committee.

We commend the students, faculty members, College Station ministers, and YMCA officials, who as members of the Religious Emphasis Committee, made this week of inspiration possible.

Special credit is due M. L. Cashion and Gordon Gay, secretary and assistant secretary of the YMCA. Students playing a major part in the week's success were Allan Eubank, King Egger and Jarvis Miller.

Student body interest in the religious emphasis services was demonstrated by the crowds who flocked to attend the Guion Hall services and evening discussion groups. The YMCA cabinet is planning to continue these discussion groups throughout the year. Tentative plans call for several discussion groups to be held one night a week.

We hope this worthy movement will receive continued student body support, thus bringing God into our conscious thoughts the year round, and not for just one week each year.

Through a Red Light to Death for 29 . . .

Friday evening 29 people were killed and 105 more injured because a man ignored a red light and drove his train down the track into a head-on collision with another passenger train. The man was the motorman of the east bound train that shuttled through a makeshift siding on one of the Long Island Railroads' circuits and trucked out onto the main track occupied by an onrushing passenger train.

Reporters have sketched scenes of human misery produced by the train wreck. One man was screaming, "Kill me, please kill me." He thought his back was broken. A woman, her left arm dangling by a tendon, shrieked, "My arm, my arm, I've lost my arm."

Thirty thousand curiosity seekers came out to the accident and crowded and pushed and wanted to get a peek at the chewed-up bodies, the gone splattered wreckage, the people in pain.

Homes of those 29 were quiet Friday evening, except possibly for the sobbing of a suddenly widowed wife, or a fatherless little girl, or a heart crushed fiancé.

Nameless: A Car for Less-than-\$1,200 . . .

Automaker Henry Kaiser is proudly demonstrating his newest creation, and biggest gamble—a less-than-\$1,200 car for the American market. The little automobile (25% lighter than deluxe Chevrolets) will be named in a national contest.

Experts say, "Americans won't buy a \$1,200 car. They had rather wait a while longer and buy a bigger, more flashy car for a few hundred dollars more." Kaiser, retrofitted and operating on a \$44 million government loan, doesn't think the self-styled experts know what they are talking about.

The new Kaiser product will be powered by a four cylinder motor, and 35 miles per gallon of petrol is promised. It's about

We are ever thankful to our Washington governmental bureaus who are constantly grinding out statistics which enable one to prove just about anything. Last week the Federal Security Agency went on record to announce that the average length of life in these United States is 67.2 years.

This figure is point four years more than the average lifespan in the U S in

All this because one man made a mistake.

It wasn't an intentional mistake, but it was a mistake none-the-less.

Certainly the motorman who didn't heed the red light regrets his carelessness—now. Certainly he realizes what his error has brought to the lives of many.

But for all his regrets and realizations, for all the legal action he may suffer, for all the money paid out as insurance to beneficiaries, for all this, not one life will be returned, or one limb amputated can be restored.

Traffic lights whether at street intersections, airport runways, or along railroad lines are safety devices to help people live longer. Too often when their directions are ignored, accidents happen that the lights are supposed to prevent.

Had the Long Island motorman observed the red light, the people aboard those two trains which crashed would have gone home to complain about a long and routine day where nothing happened.

the size of British made cars we see on the streets.

We've been following the success of the Kaiser automobile venture with more than casual interest. He is an independent carmaker, and he's thrust himself into a business which present large car manufacturing corporations have made untenable to many men less strong than Kaiser. Tucker couldn't do it, and there are even would-be manufacturers who didn't get as far as Preston did.

There should be a large market in this country for Kaiser's class of new car. We hope he sells hundreds of thousands of them.

1948. The snap pronunciation of the words mortality and morality sound the same most of the time. However, the above is mortality, and that we want more of. Morality is something else.

We're not sure what it is, but if there's anything we need more of, its morality.

The Battalion

"Soldier, Statesman, Knightly Gentleman"

Lawrence Sullivan Ross, Founder of Aggie Traditions

The Battalion, official newspaper of the Agricultural and Mechanical College of Texas and the City of College Station, Texas, is published five times a week and circulated every Monday through Friday afternoon, except during holidays and examination periods. During the summer The Battalion is published tri-weekly on Monday, Wednesday and Friday. Subscription rate \$4.30 per school year. Advertising rates furnished on request.

Entered as second-class matter at Post Office at College Station, Texas, under the Act of Congress of March 3, 1976.

Member of The Associated Press

Represented nationally by National Advertising Service Inc., at New York City, Chicago, Los Angeles, and San Francisco.

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Letters To The Editor

(All letters to the editor which are signed by a student or employee of the college and which do not contain obscene or libelous matter will be published. Persons wishing to have their names withheld from publication may request such action and these names will not, without the consent of the writer, be divulged to any persons other than the editors.)

HILLTOP COMMENTS

Editors, The Battalion:

The conduct of a few misguided SMU students last week was childish and inexcusable. However, the attitude which our school, and especially the student council and the newspaper, has taken since that time is truly abominable.

The fact that the argument was a direct result of action by one or several Mustangs was so unfortunately obvious that, to try to cover this fact, the Campus had to resort to interviewing a few people whose knowledge of the situation was practically nil, and whose comments therefore amounted to the fact that the whole affair was just "silly!"

Furthermore, action was slow in sending apologies to you (it had to go through the student council first!) and an editorial today apparently summing up the entire situation was brilliantly entitled "SWC Goodwill Necessary"!!!! An amazing deduction!

I am in great hope that, when the real seriousness of action like this is realized on the SMU campus, a sincere and earnest effort will be made around the Hilltop, to clear up the real meaning of sportsmanship and the real dismissing of those who persist in abusing its importance.

As far as I am concerned, my

opinion of our students is pitifully low; a school whose backing of their team is confined to times when they are winning, or when their "supporters" have gotten themselves into needless trouble, is not worth much. I will always congratulate you on your spirit and loyalty, something that a school can never have too much of. At least, our Conference still has one school which is attended by real men who are not afraid to fight for their team—out in the field, and not behind dark alleys. May no more incidents like this ever occur between the two schools, lest what is left of SMU's reputation be completely wiped away.

Name Withheld by Request

Deceased Vets Dividends Due

Dividends due deceased veterans for the time they held National Service Life Insurance in force prior to their death will be paid to their beneficiaries or heirs, the Veterans Administration said today.

Where the insurance was in force at the time of the veteran's death payment will be made automatically to the beneficiary of record. No application of any kind will be required in these cases.

If the insurance was not in force at the time the veteran died, the dividend will be paid to his estate through the executor or administrator of the estate. Where there is no administration, payment will be made directly to those persons who are entitled to the veterans estate under the inheritance laws of the state of which the veteran was a legal resident at the time of death.

In the lapse of insurance cases claim forms will be sent by the VA directly to those persons found to be entitled to all or a share of the veterans dividend. No general distribution will be made of these claim forms, the VA said.

Payment of dividends in behalf of deceased veterans will begin soon, the VA said, and is expected to be substantially completed by June 30 of this year.

Wilcox to Teach Graduate Courses

T. Glade Wilcox, associate professor in the Industrial Education Department, will teach graduate courses and develop the electrical offering of the undergraduate program of the department, it has been announced.

Wilcox has had teaching and industrial experience in the fields of radio and has been an amateur radio operator for fifteen years.

Tree Ends Long Career

Zion, Ill.—(P)—Passers-by saw a man sawing away at a big poplar tree. It meant nothing to them. But it meant a lot to Mrs. Ella Scafield.

She planted the tree 44 years ago. She moved four times. Each time she brought the tree along and transplanted it. But recently, because of decay, it had to be cut down and hauled away.

Ags Respond To IE Plea For Judges

Judges in a baby contest, such that's what several students were recently.

Chris Groneman, head of the Industrial Education Department, reports that his department received many requests for students to perform part-time jobs. "But never before have we received a request that boys act as judges in a baby contest," Groneman says.

The babies whose ages ranged from six months to four years, were judges for appearance and conduct.

The contest was part of a program sponsored by the Saint Anthony Women's Organization of Bryan.

The students, all majoring in Industrial Education, who acted as judges were J. B. Johnson, Nacogdoches; Charles Benshelter, Upper Darby, Pa.; Jerry Bonnen, College Station; Burton Lambert, Sweetwater; and Thomas Currens of Dallas.

Harvard Opens Fellowships to BA Graduates

Graduate study in government and public service at Harvard University, is open to A&M students who will have a bachelor of arts degree by September 1, 1950. Dr. Ide P. Trotter, Dean of the Graduate School of A&M, has received notices that this advanced study is available under two fellowships.

A small number of recent college graduates who intend to enter public service will be given Administration Fellowships that carry stipends up to \$1,200. Men who have had experience in public service for federal, state or local governments are eligible for Lucius N. Littauer Fellowships that carry stipends up to \$2,100.

Studies under these fellowships may be in one of the social sciences, particularly economics or political science, or a combination of two or more fields to fit the needs of individual students. Students may become candidates for the degree of Master in Public Administration.

Applications for the fellowships should be filed by April 15, and awards will be announced about May 15, for the academic year beginning September 25, 1950.

All applicants will be interviewed by a representative of Harvard, if possible. Those who can not go to Cambridge, Mass may arrange interviews in New York City, Washington, D. C., or, possibly, in this vicinity.

Of great interest to A&M students, is the fact that the Governing Boards of Harvard College have voted to open these fellowships to women.

Aircraft Research Results Announced

Results of aircraft research at A&M, which may be a long way toward reducing accidents of single engine airplanes, have been announced by the Texas Engineering Experiment Station.

The research, conducted by George A. Roth and T. R. Salter at the Personal Aircraft Research Center, was aimed at reducing aircraft accidents resulting from engine failures by use of a twin lubrication system.

Roth and Salter developed an oil system with duplicate gear-type pumps, oil screens, check valves, oil pressure gauges and two standpipes at different oil levels, and put the system to test in actual flight.

The installation permits engine operation on either one or both lubrication systems; if one fails, the other will carry the load, with no adjustment necessary.

An indicator shows when the oil level falls below a safe minimum, and an oil tank filler neck baffle arrangement prevents dangerous loss of oil should the cap become lost.

The research project stemmed directly from an analysis of personal airplane power plant failures during 1947 by Fred E. Weick, director of the Personal Aircraft Research Center at A&M.

Aware of the ever-impending threat of power plant failures and the hazards of such in single engine aircraft, Weick studied data furnished by the Bureau of Safety Investigation of the Civil Aeronautics Board.

His object was a clue to the causes of 1,353 accidents in 1947 involving power plant failures for engines up to 200 horsepower which led to accidents involving at least major damage to the airplanes.

Weick's conclusions were that seven-eighths of the determined power plant failures were associated with the fuel system, and more than one-half of them could have been prevented by the use of a properly functioning fuel injection system instead of a carburetor.

Of the remainder, one-third might have been prevented by duplication of the oil system. He noted 131 cases in which duplication of the fuel system would be involved on 40 cases involving duplication of the lubrication system.

As a result of the findings, the task of determining the effectiveness of duplication of systems was undertaken, and Salter and Roth went to work on the lubrication system. James

G. McClure is working on a duplicate fuel system.

Complete duplication of the engine's existing lubrication system was considered impractical because it would involve major rework of the engine. All passages, except the line to the oil pressure gauge, are integral with the engine and of sufficient size to make the probability of complete clogging remote.

Testing procedure of the system as a unit, and separate portions of the system, involved installation of the modified C75-12 Continental engine in the 1947 experimental model Ercoupe, a plane which Weick himself designed.

Although the major portion of the work was done on the ground, some flight testing was done.

Conclusion from the research was that a twin lubrication system for engines used in personal type aircraft is feasible and practicable; for maximum reliability, all units and passages of such a system should be as integral with the engine as possible.

The warning given of low oil supply, which will help forestall complete engine failure, is extremely desirable, Salter and Roth noted; and as an adjunct, a baffle arrangement or some other device could be used to advantage to decrease the rate of any possible oil loss through the oil tank filler neck in event of loose cap or a lost cap.

The application of twin lubrication systems to future engines should, according to the findings, eliminate a substantial proportion of accidents due to faulty oil systems or units thereof.

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