

BATTALION EDITORIALS

College Station Officials Ignoring Traffic Needs

To stop, or not to stop has been answered on the A&M campus even though it appears that officials of the City of College Station ignore the question.

Several signs were placed at various points on the campus a week and a half ago. Included were yield right of way signs on Old Main at the intersection of Military Walk by the YMCA. Another yield sign was placed on Ross at Houston in front of Sbis Hall.

Other signs placed on campus were a do not enter sign at the end of Bizzel at Ross Streets, two one way signs east of the Engineering library and a one way street sign on Coke Street in front of Dorm 12.

Although confusing at the present, the stop signs on Joe Routh Blvd. at the intersection of Throckmorton Southeast of Guion Hall were reversed so that the Throckmorton traffic now stops.

Also, the campus operated vehicles have not been parking in the street or straddling the curb as much as usual near parking lots or parking spaces. Not only did this practice, in most cases laziness, block traffic, but it created a dangerous situation in several instances.

Still, College Station officials overlook the safety factors in several areas. Not only do the residents, students and visitors not know which vehicle is to yield right of way on the Sulphur Springs Road and College Avenue Circle, but one policeman when asked, said that he did not know for sure.

Also, the intersection of Fairview and Jersey St. in South Gate still has the travelers looking at each other to decide who is suppose to stop even though a stop sign is installed on Fairview. Even though a traffic engineer may say this particular stop sign is in the best position, many travelers on these streets disagree.

And again, the College Station and Bryan area are building and modernizing homes and businesses but the streets, are far from what the bi-city area should be proud of. The improvements made last summer on several streets were welcome sights. Wheel balancers and alignment men should be harvesting the unnecessary income from the mountains and valleys in the streets.

Indian Settlement Out

Cherokee Indians, run out of East Texas in 1839 by a Republic of Texas army, have failed in an attempt to "recapture" claims to lands they were forced to leave.

Atty. Gen. Waggoner Carr gave the "no" sign to proposed settlement of their claim to 2,500,000 acres of land in Smith, Cherokee, Van Zandt, Gregg and Rusk counties.

Cherokee Indian Nation, through general counsel, Earl Boyd Pierce, several months ago proposed that Governor Connally set up a historical fact-finding commission to review the claims.

For each acre of land the com-

mission might find the Indians were unjustly ousted from, Pierce recommended one dollar be allocated by the state to a trust fund for higher education of worthy Cherokees. This money would draw five per cent interest annually, and at the end of 25 years, the Cherokees would return the corpus of the fund to the state, releasing all claims.

Atty. Gen. Carr concluded: the plan of settlement would require an unconstitutional appropriation by the Legislature, therefore neither he nor the Governor is authorized to pursue it.

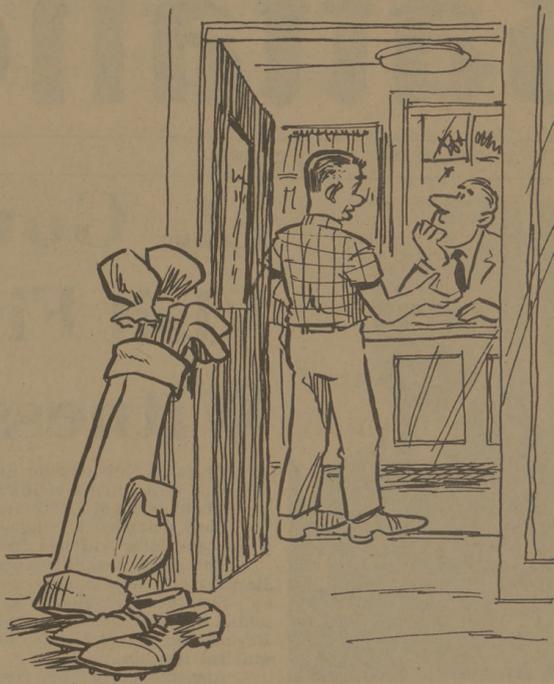
A Popular Place

Texas' State Capitol is being invaded daily by both Texans and out of state tourists who come here to pay tribute to the history of the state. Men, women and children—about three times as many children as parents, it seems—literally crowd the Capitol's halls, their numbers reaching as many as 1,200 a day.

One of the most popular stops on the informal tour (there are no guides) of State buildings is

the State Archives and Library, just across a walkway from the Capitol.

There, renowned artists Peter Hured and his son-in-law Peter Rogers are executing a mural of Texas' history, featuring remarkable likenesses of Stephen F. Austin, Sam Houston and Anson Jones, as well as Davy Crockett and William B. Travis. The mural depicts the conquistador as well as the cowboy.



"... I just stopped by to tell that I might be late with my assignment because my studies have been takin' much time! I'm doin' my best, but I'm takin' too heavy a load this semester!"

Dixie's Air Force

MERCEDES, Tex., July 23 (AP) — If the South should ever rise again, as die-hard southerners predict, it will have its own air force.

A group of history minded flying enthusiasts have formed the Confederate Air Force at Rebel Field east of Mercedes in the Lower Rio Grande Valley.

The CAF now maintains a flying museum of all the first line American fighter planes which saw action in World War II.

The weekend rebels began their collection with the purchase of a surplus P51 Mustang in 1957. Since then, CAF members have bought a P63 Kingcobra, FGI-D Corsair, FM2 Wildcat, P40 Warhawk, F8F Bearcat, P47 Thunderbolt, P38 Lightning, and an F6F Hellcat.

"We've spent thousands of dollars and many, many hours of hard work to get these old planes flying," says Lloyd P. Nolen, one of the CAF's honorary colonels. "Some of these planes are the only ones of their kind still in flying condition anywhere in the world. We're mighty proud of them."

Each of the planes is marked with the Stars and Bars, the battle flag of the Confederate States of America, and all are labeled "Confederate Air Force."

The mythical CAF commander, Col. Jethro E. Culpepper, has never been seen at Rebel Field. The colonels say he is busy in Washington, D. C. (they call it Malfunxion Junction) trying to get the Capitol turned to face south.

The objectives of the CAF are

to keep the first line combat craft of World War II flying and to "preserve the great customs and traditions of the deep South."

The customs and traditions include: good southern cooking, leisurely drinking, catfishing, pocket whittling, rocking chair rocking, and plain old shade tree sitting.

The just-for-fun rebels have encountered many problems, including U. S. government orders to destroy the old planes, in gathering aircraft for the museum.

Their search for planes has taken on an international scope. A P47 Thunderbolt was located in Nicaragua last year. It was on flying duty with the Nicaraguan Air Force. When Col. Dick Disney went down to take delivery, the craft was completely armed. Disney had the guns and ammunition removed before flying back to Mercedes.



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