

**GOING TO 'FRISCO?
THEN JOIN THE CROWD.**

**Estimate of Expenses Shows Trip
Can Be Made Cheaply by Chartering
Tourist Cars.**

Are you going to San Francisco this summer? At least one car and perhaps two cars of A. & M. students, faculty members and officers of the college will leave for San Francisco immediately after the close of school—June 9. Another meeting will be held this week some time when definite plans will be made. Come out.

This party will travel in tourist sleeper cars and an effort is being made to secure cafe tourist cars.

Two reasons are offered in favor of the plan to go together in these chartered cars, not as representatives of the college, but as individuals. In the first place, the trip can be made much more cheaply that way than in any other way. And in the second place, the trip will be more pleasant as each man will have with him those with whom he is well acquainted.

Sleeper fare and dining car expenses to the exposition and back will constitute one of the heaviest expenses the men will meet if they make the trip later in the summer and individually. Straight Pullman fare there and back is \$21.50, and the minimum estimate for meals en route on a basis of ten days is \$2.50 per day, or \$25 for the trip.

Kitchen tourist cars cost \$35 per day. Included in that is, of course, the sleeper service, and two chefs and a porter are furnished by the Pullman Company. These are fourteen section cars and may be occupied very pleasantly by forty-two men, two to the lower berths and one to the uppers. The forty-two men sharing equally the cost of chartering this car will make the expense per man per day 85c, or \$8.50 for the time that will be consumed in making the round trip with stopovers of several hours in Denver, Colorado Springs and Salt Lake City.

This car can be stocked with food to last through the ten days, the maximum amount required being \$200, which will make the cost per man about \$5 for the round trip.

Here are the estimated expenses of such a trip:

Railroad fare (round trip)....	\$52.50
Sleeper fare (including hire of chefs)	8.50
Stocking kitchen car with supplies	5.00
Hotel at exposition one week..	25.00
Tour of San Francisco.....	1.00
Tour of Salt Lake City.....	1.00
Tour of Los Angeles.....	1.00
Tour of Colorado Springs.....	1.00
Entrance to exposition grounds seven times	3.50
Total expenses	99.50
Contrasted to this expense is an estimate of the cost where regular sleeper fare is paid:	
Railroad fare	\$ 52.50
Sleeper fare (round trip)....	21.00
Meals en route ten days at \$2.50	25.00
Hotel at exposition seven days	25.00
Tour of San Francisco.....	1.00
Tour of Salt Lake City.....	1.00
Tour of Los Angeles.....	1.00
Tour of Denver.....	1.00
Tour of Colorado Springs.....	1.00
Seven tickets to exposition....	3.50
Total	\$132.00
Difference in cost under the two plans	\$ 32.50

**LETTERS ARE AWARDED
TO NINE TRACK MEN
BY ATHLETIC COUNCIL**

**Speed Artists Made Splendid Records
This Season Despite Many
Difficulties.**

At a meeting of the Athletic Council Monday night letters were awarded to nine track men. Those receiving letters were Dudley Everett, captain and hurdle man; Rothe, whose work in the vaults and broad jump has been especially good; Turner, who was good in the quarter-mile and broad jump; Haines, whose work with the shotput and the discus won many points for A. & M.; Schuchardt, who next to Brooks was a consistent winner in pole vaulting; Mitchell, who was the Farmers' best bet in the dashes; Nick Braumiller, who heaved the discus and threw the hammer; Collins, who was a fiend in the dashes, and Brooks, who broke all records in pole vaulting.

"T AMC'S" were awarded "Bullet" Moses, one of the fastest distance men who has ever enrolled at A. & M.; de Montel, who was good in the hurdles, and Rogers, who also went well in the hurdles.

Notwithstanding a series of injuries and accidents which would have made many a team quit the race, the Farmers stuck to their posts, finishing second in the Texas meet and third in the Southwestern. Coach Clutter worked unceasingly with his men and not only won the thanks of the corps for the showing made by the team, but won the highest esteem and friendship of every man under him.

In the beginning "Pete" Everett was out of the going because of a bad knee. Since that time Joe Turner, Rothe, Collins, Shiner, Brooks and others of the track men have suffered more or less severe injuries and injuries which kept them from making their best records. The track team worked in the face of every difficulty, as no funds were provided except through the heroic work of Manager Scott. Their splendid showing in the face of all of these difficulties has been the cause of much gratification to students and track fans at the college.

The captain for 1916 has not been elected.


**"RUNT" HANSON URGES
CADETS TO GET
TICKETS FOR FINAL BALL.**

That the invitations to the commencement exercises and final ball this year are the most handsome ever put out by the cadet corps is the statement of W. K. "Runt" Hanson, chairman of the finance committee. The invitations were secured at a greatly reduced figure, Hanson says.

"Cadets are not responding in the manner they should with reference to the final ball," the chairman complains. "But few of them have paid their assessments. It takes money to put out an attractive and representative program and the final ball, the biggest social event of the year, costs money. So far the boys have not come up with their assessments as they should, and I hope that they will 'kick in' when they read this.

"Prospects just now are that the final ball this commencement will be larger than any held before. We are negotiating for good music, and I am sure that the programs and invitations are about the most attractive ever put out.

"Faculty members also will have an opportunity to buy tickets to the ball.



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No one will be admitted who does not hold a ticket, so put up."

Charles Davis, captain and adjutant, of Corsicana was elected president of the final ball, and will lead the grand march.

ARCHITECTURAL CLUB.

A well attended meeting of the Architectural Club was held last Friday night. The good attendance was due, in some measure, to the passage of the "Thick Malted Fine Bill," which met with such hearty approval at the previous meeting. However, it was not altogether coercion that brought Prof. Adelsperger out, but an uncontrollable desire to come in on the "Thick Malted." 'Tis a poor rule that doesn't work two ways.

The club was successful in electing an exceptionally good line of officers for the ensuing year. President J. D. Brown has the club's interests at heart and will make a progressive head. He has already laid plans to extend the "Thick Malted" rule to apply to all honorary members and to Professor Giest. Vice-President H. A. Jopling is an expert in filling the chair in the absence of the president. Ben Irby, secretary-treasurer, has laid extensive

plans for the safe custody of the club's funds—when it has any. The following entry was made on the club's records: Camp, T. R., to be sergeant-at-arms.

After a short statement of the financial status of the 1915 Architectural Year Book, the club proceeded to elect 1916 editor and business manager. The editorship fell to Jopling, who has demonstrated his ability as this year's manager. D. B. Milner was chosen new business manager. The club adjourned sine die.

R. W. STILES, Sec.

**C. E. SOCIETY HOLDS
ITS FINAL MEETING**

The C. E. Society held its last meeting for this session Thursday evening. A short program was rendered and then officers were elected for next year. U. Stephens was chosen president; E. L. Reisner, vice-president; T. W. Temple, secretary; A. A. Walker, sergeant at arms, and P. H. Olson, chairman of the program committee. The retiring officers commended the society on its progress for this year and left words of encouragement for next year.