

**N. A. STEWART
DRUGGIST**

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regard to all things if such conditions could come to pass?

Think it over. If you believe what has been said, work for it. Keep on working. Read what will be said in future editions concerning this phase of the college. The officials of the institution will be asked to contribute their opinions from time to time. Consider them. And if the traditions of the A. and M. College can be revived and presented in permanent form to the coming classes and if the graduate can be made to love his Alma Mater more, you yourself will come to love and appreciate the years of your life spent here as will never be possible otherwise.

In Russia and Germany the Bolsheviks have frequently played havoc with the street car systems. For such acts they have been just as frequently criticised severely. But if they have been in contact with such concerns as the A. & M. College depends upon for interurban service, we have sympathy for them in this case. It is no more than natural that a body of people who make a business possible, should expect courtesy and a show of willingness to serve. This is what the Extension Workers, faculty, and student body of this college expect of the Bryan and College Interurban Company. Do they get it? We do not desire to be unreasonable and it is far from our motive to be simply fault finding, nevertheless, it is with the greatest sincerity that we answer this question with a most emphatic NO. The interurban officials have been informed of the change in A. and M. schedules. Especially in regard to taps. Yet the last car from Bryan leaves at the same time as when taps sounded an hour and a half earlier. This fact causes cadets to lose over an hour on a pass of the same extent as a few weeks ago. Retreat is an hour later and a cadet returning from

Bryan at night via the interurban must leave an hour before taps.

Again, for years the interurban company has witnessed the overloading on Saturday afternoons. It is not exceptional. It is the rule. They know the why and the wherefore. They understand the military requirements of the cadets and they know at what hours to expect a rush. Do they attempt to meet this weekly demand, NO. They allow as many to crowd in one car as can find standing or hanging room without regard for sex or color. They politely (?) inform commuters who have the courage to ask about another car that that "The next car runs in exactly one hour."

When called upon to run a mid-night car to accommodate those who attend the corps dances, they admit that they might run one but at the same time they cover the admission by making a charge that gave the committee who asked, the impression that they were being called upon to purchase interest in the company, not tickets to Bryan. Was this quite the thing to do when it is considered that the college makes the company possible? We do not consider that it was.

Possibly the officials of the Interurban company are unable to alter conditions. Possibly they are indifferent to the existing circumstances. But whatever their attitude may be, if the train schedule should ever be changed so that cadets might go and come with anything like convenience, the Bryan and College Interurban Company will awaken to their status in the minds of the students at A. and M.

Soon the A. and M. College of Texas promises to become the best materially equipped agricultural school in the South. The student wants a good place to study in all right, but he surely would not come to a place just because it outclassed other schools in buildings. His primary purpose was to come to be taught something. This is not to come out with any narrow or unjust statement for there are multitudes of problems and conditions connected with getting and maintaining a teaching staff that an outsider knows absolutely nothing. The student, however, being the final object upon which pedagogical skill is practiced can judge just about how much he is learning. It seems as if this College has been somewhat of a training school for instructors. As soon

as he begins to get results some other school snatches him away and the Agricultural and Mechanical College of Texas is left holding the sack. It will not be attempted to explain this, but it surely ought not to be as hard to hold a good professor as to get a building which mounts far up in the thousands in cost. The student really craves good instruction whether he can locate his ailing or not. Although he may be to blame some, the student must have some ground at least when he is always scheming how to dodge a class or is in a perpetual disgruntled mood. Judging from how some courses are received, it is the man who teaches and not the course itself.

The recent order which authorizes the relieving of sentinels at eleven o'clock, one hour before taps, is a boon to underclassmen and R. O. T. C. men. To show appreciation for this leniency, cadets should not take advantage of the period before tattoo and visit. Insure the order against repeal and respond to it loyally.

Business will pick up Tuesday when that old team gets into action.

"PASSING THE BUCK"
The Colonel tells the Major
When he wants something done,
The Major tells the Captain,
And gets him on the run.
The Captain thinks it over,
And to be sure and suit,
Passes the buck and baggage
To some shave-tail Second 'Lieut'.
And said Lieutenant ponders
And strokes his downy jaw,
Then calls his truly Sergeant,
And to him lays down the law.
The Sergeant calls a Corporal
To see what he can see,
So the Corporal gets a Private,
And that poor damned private's
me!"

All these artillery slimes had the ha! ha! on the infantry fish the other day when the latter were requested to clean about sixteen Enfield rifles. But those artillery birds seem to have forgotten that they have a few cannons coming, to say nothing of keeping 120 horses in good humor. Last laugh; best laugh, and gentlemen, we won't forget it.

Fish Willis: Mr. Casey, give me a dime's worth of 'Star Navy', I'm going to Chem class."

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