

Minus Ten Percent! . . .

Falling in the steps of the little Massachusetts seaport town, Newburyport, cities over the nation have joined in the efforts to "reduce prices by reducing them." All the way down to Texas, cities have reduced prices 10 percent—and in some cases more—to ward off a "massive and crippling recession."

New York was one of the latest major cities to cut prices, started by seven stores in the Queensborough residential district and followed by 150 Brooklyn firms.

Down Texas way, the Capitol City has listed 48 firms in support of the 10% price reduction, and reports from staunch supporters indicated that it was already paying off as far as increased business was concerned.

In Corpus Christi one used car dealer announced a \$100-cut on all cars in his lot. Seven other Corpus firms followed suit. In Lubbock a paint company came across with proportional slashes. San Angelo, Harlingen, Denton, San Antonio, and Tyler are also trying the Newburyport Plan.

The Newburyport Plan has merit—but it cannot succeed with half-hearted support. If enough College Station—and Bryan—business houses will join in the fight for lower prices, wholesalers will be forced to cooperate and manufacturers will fall in step. When these two large groups get into the swing of things, retailers can continue to sell at reduced prices.

What Sponsors Hope to Accomplish

According to the Essex County Development Council, sponsors of the Newburyport Plan, a 10 percent decrease will break the buyers strike. Buyers who have turned a blind side to high-priced commodities will again make shopping tours. Turn about, when cost-of-living is lowered, wage demands will drop and manufacturers can continue on an even keel.

Down go prices—prices stay down—and threat of inflation is gone.

How College Station and Bryan Can Help

College Station and Bryan merchants wishing to adopt the Newburyport Plan can contact The Battalion office, phone 4-5444. The Batt will print the names of all cooperating stores on its front page.

WILL YOU help keep down inflation?

Ten O'Clock Scholars . . .

Some of our readers may have gotten the notion that since we are optimistic about A. & M.'s future, we are complacent as well. But the future of scholarship at this college is a subject about which we can be neither complacent nor overly optimistic.

Everyone knows that the Aggie is not a scholar. A passionate follower of athletics, a regular fellow, a patriot, a good reserve officer, but not a scholar. At least, that is the general rule. Few Aggies belong to that intellectually curious group who seriously consider social, political, and economic problems, who study for the pure joy of learning.

Now the reasons or existence of this curious condition which has existed since A. & M.'s inception, are rather difficult to discern. But we may enumerate a few which seem to be the most important:

1. This is a military college, where the herd instinct is exceedingly strong in holding the students together as a group. "All for one and one for all." The individual is subordinate to the group, or corps. Adherence to the group sentiments is demanded. Individual thoughts, ideas, and actions are discouraged. But it is from individual thought and research that scholarship springs.

2. There is a gulf between the faculty and the students. Professors are unable to concentrate on individuals and encourage scholarship. Students view professors as outsiders who are working here because they can't get a job in industry.

3. Men in the top administrative posts are not noted for scholarly activity. Only five out of seventeen have doctor's degrees. They are not even moderately famous in the field of education. And they are naturally prone to the argument that the measure of a man's worth is his ability, and not the number of degrees he possesses. This argument is only partly valid, for any man is better off for the training of advanced degree work. How can we expect scholarship at A. & M. when many persons responsible for hiring professors are not scholars themselves?

4. Faculty members are not encouraged toward scholarship. Little recognition is given outstanding work or degrees from other colleges. Promotions come just the same.

5. The library is woefully inadequate for any graduate research. An advanced degree from A. & M. means little, especially if undergraduate work was done here.

If it is our intention to make A. & M. famous in educational circles, it cannot be done as long as these factors continue to exist in their present quantity and intensity. We will remain a mediocre technical college, for that is what we are, until these faults are corrected. Outstanding scholars can be brought here, but that will do scant good if they leave for colleges "with better academic atmospheres."

Men must be placed in administrative posts who are leaders in the field of education, who have a real, personal interest in scholarship and research. This does not mean merely paying lip service to scholarship in convention speeches off the campus. It means vigorous leadership.

COULD BE?

THE NEW YORK DAILY MIRROR headlined story with "Too Much Scotch and Sofa."

GREETINGS!

THE CENTRALIA EVENING SENTINEL has a standing head, FELICITATION, over birth notices. One day recently, the newly born were listed under: TODAY'S LIVESTOCK MARKET.

The Battalion

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Men, Money, Law Make Mines Safer

By Science Service

WASHINGTON.—The nation's coal mines can be made safer, but it is a job which will need men, money, and a stricter enforcement of mining safety codes.

Safety in coal mining means primarily good ventilation, the prevention of mine roofs from falling, dust-laying, and the use of proper explosives, handled only by experts, in the necessary blasting to loosen the coal from its seams. There are other necessary steps, but these are the most important.

Falling roofs in coal mines cause more fatalities each year than any other type of accidents. They are prevented, or at least lessened, by what is known as timbering or shoring. This means the placement of supporting columns in newly excavated cavities as rapidly as the cavities are made. It is an expensive job, requiring much skill labor, and timber. Constant inspection must be made to see if additional timbering is needed. Even with the best of shoring some roof falls are apt to occur. Men are sometimes injured also by debris loosened from the walls or faces on which the miners are working.

Explosions rank second as causes of mine fatalities. They may be of gas or of very fine coal dust. Ventilation is the method by which the explosive gases are removed, and ventilation also removes much of the coal dust that is suspended in the air. Powerful forced ventilation is required. Under the government mining safety code, giant blowers are stationed outside the mines to force fresh air down conduits into the mine and to each group of miners. Separate conduits remove the foul air, together with gases that have collected and with the suspended coal dust.

Settled dust, on the walls and roofs of coal mines, is often worse in an explosion than the minor amount of suspended dust in a properly ventilated mine. The shock waves that result from what might be a minor explosion drives this settled dust into the air where it in turn adds to the explosion.

Rock dusting is the best known preventive. Rock dust is a non-combustible, specially treated pulverized limestone that is applied to the walls and roofs close behind where miners are working. It prevents the accumulation of dust on the surfaces. While limestone dust alone is sometimes used, a more modern practice is the use of a limestone dust that has been so treated that every tiny particle of it is coated with a water-resistant material. Such dust is sometimes scattered by automatic devices in the air ahead of an approaching explosion, in which case it is often effective in halting progress of the explosion.

The present federal mine safety code for bituminous coal mines, which most states now recognize, was prepared by the U. S. Bureau of Mines, representatives of the coal industry and the United Mine Workers of America headed by John Lewis. It was approved by the Secretary of the Interior on July 24, 1946. It is a code to guide mine operators; its enforcement ordinarily rests with state and local authorities.

While the coal mines are under federal administration, the head of this administration probably has the necessary authority to enforce compliance with the code, but does not have the necessary staff. The functions of the Bureau of Mines covers inspection and the reporting of code violations only, and it needs a staff of 250 men, compared with 167 last year and additional inspectors called for in appropriations for the fiscal years 1946 and 1947. The job of this staff: inspecting the 7,000 regularly producing coal mines in the United States.

Bay Psalm Book . . .

Highest Price Paid for Book Was \$151,000

The highest auction price ever paid for any book on record, \$151,000, was recently paid by the Rosenbach Company. The book was "The Bay Psalm Book," published in Cambridge, Massachusetts in 1640.

\$151,000 topped the highest bid offered by Cornelius Vanderbilt Whitney by \$1,000. Whitney had hoped to purchase the book for presentation to a public institution for further circulation among libraries.

"The Bay Psalm Book," acquired for \$1,200 by Cornelius Vanderbilt in 1879 at the famous Brindley sale, remained in the Vanderbilt-Whitney family until its sale last January.

David Kirschenbaum of Carnegie Book Shop opened the bidding at \$30,000. After some of the most dramatic bidding in American annals, the book was knocked down to the Rosenbach Company. Until this sale the highest price paid for any American book was \$15,000 for the Frank J. Hogan copy of Poe's "Tamerlane" in 1945.

Designing Jefferson Memorial Is Opportunity for Architects

An architectural competition of nation-wide artistic and historic significance was announced in St. Louis with the offering of \$125,000 in prizes to secure a design for a \$30,000,000 Federal memorial to Thomas Jefferson and the pioneers of the western expansion of the United States. Site of the memorial is 80 acres now cleared in the downtown center of the St. Louis riverfront, an area historic as the funnel of early migration to the west.

All architects including students, who are citizens of the United States are invited to enter the competition, sponsored by the Jefferson National Expansion Memorial Association, a national group of interested citizens, who raised the necessary funds by private subscription. George Howe, Philadelphia, internationally known Fellow of the American Institute of Architects, is directing the contest as professional adviser to the association.

The competition will be held in two stages and will require approximately a year to complete. At the end of the first stage next September, five finalists will be named to compete in the second stage. Each of these will receive \$10,000.

The author, or authors, of the final winning design will receive a prize of \$40,000 and be recommended to the Department of the Interior for employment in executing that design. A second prize of \$20,000 and a third of \$10,000, together with two honorarium awards of \$2500, will be made.

Site of the memorial contains the place at which the United States took formal possession of western territory transferred by the Louisiana Purchase. The area is directly associated with the expedition of Lewis and Clark as well as those of Pike and Fremont, and from the site the Santa Fe, Oregon, and California trails had their start.

"The purpose of the memorial," Howe has written, "is not only to commemorate the past, but also to keep alive in the present and in the future the daring and untrammelled spirit that inspired Thomas Jefferson and his aides to offer men of all nations new opportunities under democracy."

It is intended that the memorial area be developed as a place of resort, inspiration, relaxation, and instruction for visitors from all the world.

Application to enter the competition may be made to George Howe, Old Courthouse, 415 Market Street, Saint Louis 2. A detailed program will be mailed to contestants in early June.

Letters

2 PLUS 2 EQUALS 3

Dear Editor:

Flowers to Mr. Penny for his work in the field of mathematics, and fie on Mr. Carney for his recent gross of errors in calculating the cost of twelve new tennis courts being added to the present facilities here at A. & M.

It seems that Mr. Carney is suffering from the same malady that lately has caused many people to stand up and shout about things being corrupt before even making a superficial investigation of the facts. It would be to the mutual advantage of all—especially at the present time—if we would all put the education we are supposedly getting to some use and do a little thinking before blindly blundering around in something which we know nothing about.

Very truly yours,
FRANK BYRD

"NEWBURYPORT"

Dear Editor:

This is merely a suggestion and please pass it on to the proper authority, for I am certain that I have the support of about 99.9% of the student body.

With various price reduction drives being launched to knock inflation in the head, why can't the Exchange Store be the leader in this area? Not only would this reduce prices but raise most of our opinions of the store. Of course, the profits (which I have been told by a member of the Exchange Store Committee, will be about what they were last year—\$54,000) will be cut, but JUST THINK OF THE SATISFACTION THE MANAGERS WOULD GET FROM BEING PATRIOTIC!

CHARLES D. KIRKHAM

English Accepted As Official Airways Language

American pilots can converse in English by radio with any airport in the world, the International Scientific Radio Union and the Institute of Radio Engineers were told here today by Howard K. Morgan, Bendix Aviation Corporation, Baltimore. Those of us who speak English are in a very fortunate position, he said.

This is due to recent international agreements. With airports in non-English-speaking countries, their own language is primary but English is designated as a secondary language for use with approaching pilots who can not talk the local tongue. In English-speaking countries, French or Spanish is the secondary language, depending upon in what part of the world the country is located.

Voice instructions by radio from airports in countries whose local language means nothing to pilots from other parts of the world presented a serious problem in traffic control in international flying. It was just one of many problems, however. Others include use of similar instruments in traveling and particularly in making landings in bad weather.

New Safety Devices Many hundreds of air navigation and traffic control devices have been developed, Morgan stated. A number of these were selected at the recent Montreal meeting of the Provisional International Civil Aviation Organization as most desirable. Some of these were described by him.

There is universal agreement, he said, that very high frequency radio in the airport zone, and in the enroute-short-distance zone. Bartow lights, of great brilliancy, and fog-dispersal equipment are generally agreed upon as necessary aids in foggy weather. The latter is a method of lifting fogs by means of long lines of burning fuel stretching along runways.

ILS Gets Approval The instrument landing system developed in the United States prior to the war, and improved later, has met with international agreement. This is the so-called three-element system installed at various American airports by the Civil Aeronautics Administration. It has a radiowave localizer to guide planes to the runway, a glide path for proper rate of descent,

and fan markers on the approach path to indicate distances from the landing strip.

Scanning radar at all ports to detect approaching planes in overcast weather is a necessity for the traffic control operator, he declared. It should be separated from the radar ground control approach apparatus and mounted at a more advantageous position. Thus GCA would be used for the precision functions during final approach and landing. GCA is the system by which pilots are "talked down" by radio instructions by ground operators following the plane on radar scopes.



TUESDAY - WEDNESDAY

GEORGE RAFT
LYNN BARI
in
NOCTURNE
with
VIRGINIA HUSTON
JOSEPH PEVNEY
MYRNA DELL
Produced by Joan Harrison
Directed by Edwin L. Marin
Screen Play by Jonathan Latimer



Opens 1:00 p.m. Ph. 4-1181

AIR CONDITIONED

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Would Jealousy cause you to kill?
See Ingrid BERGMAN
Rob't. MONTGOMERY
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WED., and THURS.

G. C. F. presents
JAMES MASON
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THE

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