

Battalion EDITORIALS

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FRIDAY, JULY 4, 1947

July 4—Your Independence . . .

Today is the Fourth of July! Back in 1776 a man named Washington and a bunch of farmers fought a war with the British (mostly at Valley Forge and around Bunker Hill Monument.) They licked the tar out of the British, and then signed a paper called the Declaration of Independence.

Precisely what Mr. Washington and the farmers fought for—or what we are celebrating today—is lost in a miasma of fire-crackers, hot dogs, wet diapers, Coca Cola bottles, flat tires, heat, gin, and political and historical abstractions. It is a day when banks close, city people drive into the country, country people drive into the city, politicians make speeches, and practically all radio performers sing or recite The Star Spangled Banner.

The farmers and Washington did not fight for the privilege of establishing the United States of America. To them, the desire for independence was a purely personal matter, and they were motivated to fight for it by completely selfish reasons. They were, individually, tired of being pushed around, picked on, overtaxed, bossed, imposed upon, and presided over.

So, collectively, they did something about it. Each man fought for his personal inde-

pendence, the freedom to do what HE wanted to do. The fact that a lot of other people wanted to do the same thing at the same time was incidental, fortunate, and helpful.

Today many Americans are tired of being pushed around, bossed, and presided over. Would it not be a good idea to remember that Independence is not an abstract thing; that Freedom is not simply a pretty word emblazoned on the City Hall; that Liberty is not only a statue in the Hudson River, but the personal possession of every American—to be fought for?

No one need tell an advertising man that an abstraction is the most difficult of all ideas to sell. And no copy craftsman will deny that an appeal to self-interest is a supreme motivating force in all human behavior.

Every man, woman, and child should stop whatever he is doing just for a moment today, look around carefully, and say to himself: "Who is trying to take away MY independence?"

The culprits would then be identified, and there would soon be less Communism, less Bureaucracy, less Regimentation, less pushing around, and a better world for our children.

Randle, A Practical Economist . . .

All too often school teachers in general and college professors in particular are accused of being too theoretical and "long-haired" in their handling of students and the subject which they are attempting to teach. In many cases this is very true. It is rare, indeed, to find a college professor who can and will step down from his lofty, abstract perch and implant concrete ideas which will be useful to the individual in the world of business and scientific research. They are few and far between; A. & M. is fortunate in possessing such a man.

Dr. C. Wilson Randle, new acting head of the Department of Economics, is a feather in A. & M.'s educational cap. His distinguished record in the field of applied economics; his numerous published articles; his recognized importance in the field of arbitration and labor relations—all point to a strengthening of the Department of Economics. His presentation of the subject to students is both understandable and tangible.

Economics at once becomes a subject of everyday usefulness—alive and down to earth.

Dr. Randle's youthful, yet mature approach, and his broad, practical outlook will

definitely fill the liberal vacuum which tends to exist in the minds of students of highly specialized professions. Whether or not the fact is yet realized, an understanding of economic principles and practices is very necessary in this modern age. There is no substitute for education, whether obtained in the classroom or in the respective fields of endeavor. There is also no substitute for practical, everyday economics.

A. & M.'s Department of Economics has been a victim of circumstances. Its position is unenviable. Primarily designed to be a "service" department to the schools of Agriculture and Engineering, it has managed to add enough hours to its curricula to offer a degree in economics.

Now that the department is expanding, it is our hope that new courses will be added . . . courses embracing the all-important fields of labor legislation, collective bargaining, arbitration, and negotiation of union contracts. With the addition of such courses, there is no reason why the Department of Economics of A. & M. College should not eventually be recognized as an outstanding institution for the training of practical economists.

Another Look At The Negro Problem . . .

Today we hear a great deal of the South's high rate of illiteracy, crime, and disease. Few people will deny that this sad condition exists. Yet when faced with these facts and asked for an explanation, the average person in the South is quick to point his finger at the Negro.

In fact it has got to the point that the Negro is blamed by some for every existing evil in the South. He has become the "scape goat" for every white person seeking an excuse for his own shortcomings. This hardly seems fair when the Negro is in the unfortunate position of being unable to answer his accusers. What happens to the Negro who speaks "out of turn" is common knowledge.

Is the South justified in saying the Negro is the cause for its present state? Isn't it true that the Negro is now living according to standards set up by Whites? He has little say-so as to where he lives, what kind of work he would like to do, or what type of schooling his children are to have. He is given little opportunity to do anything about his plight. Can the South rightly condemn a group of people who have had little to say about their own future? Wouldn't it be much fairer to say he is a victim rather than the cause of the present state of the South?

Many Whites who wish to do the right thing by the Negro are in favor of better educational facilities. But, is an education the answer to this problem? What good is an education to one who is destined to become a "boot-black" or a servant? At present there is little room in the South for an educated Negro. If he is one of those fortunate ones who has been able to get an education, he can put it to little use. Consequently we see most of the trained Negroes going to the North where they can get jobs equal to their ability.

Looking at the situation from a purely economical view, the Negro in his present

state is a burden and will continue to be a burden as long as the South pursues its present policy. Millions of dollars are spent every year in the form of relief and subsidies. Compared to the expenditure the Negro pays very little in taxes. Wouldn't it be more practical and foresighted to grant the Negro the opportunity to further himself economically, in order that he might at least pay his own way?

Making no attempt to offer a permanent solution to this problem it would seem that a little "house cleaning" would be in order. The South should approach the whole situation without the prejudices that have existed throughout these many years. It should feel that it is capable of solving the problem and an earnest effort should be made toward that goal.

Wives, Don't Read . . .

Last winter's coal crisis in England is old stuff by now, but it's worth reviving for this. The British Government, which uses advertisements extensively to warn, instruct, or pacify the populace when new crises or ration orders impend, gave this eyebrow-lifting counsel to the nation's businessmen: "Owing to the shortage of fuel, employers are asked to take advantage of their typists between the hours of 12 and two."

One must not be too sensible. I have a feeling John Dewey is too sensible, and accepts facts at their face value. He reminds me of the Chinese, who have always been a very sensible people. For example, they knew that the lodestone pointed north. But, being sensible, they accepted it as an accomplished fact and never asked why. The Europeans by contrast were poets; their imaginations were restless and roaming. They asked why, and then they invented the compass. —Alfred Whitehill

Shown at the Queen Theater in Bryan last week was: TWO YEARS BEFORE THE MASK—according to the foot-high letters outside the cinema.

The most common impediment in the speech of Americans is gum . . . Birmingham News.

The Battalion

The Battalion, official newspaper of the Agricultural and Mechanical College of Texas and the City of College Station, Texas, is published tri-weekly and circulated on Tuesday, Thursday, and Saturday afternoons, except during the summer when it is published semi-weekly. Subscription rate \$4 per school year. Advertising rates furnished on request.

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Yantis Wearying of 'Summer'

Rejuvenated Upon Arrival Of Batt; Puzzled With 'Roving'

By Ivan Yantis

Extreme mortification, chagrin, perplexity, and embarrassment were mine today when the week's mail arrived. In the mail, among assorted duds, was a copy of The Battalion with my name listed on the staff (last) as "roving." At first I thought it meant "deceased" or "excommunicated" or something terrible, but a hasty consultation with Webster (Noah) assured me it meant "roving."



Yantis

But the mortification—it seems I am supposed to cable in the impressions of my wanderings, collect (ain't it a pity to what uses Student Activities funds are put?), and it further seems that I have shirked ever so slightly. With a smitten conscience I continue the drive:

Vacations are only what one makes of them. I have personally played the full-blooded American idiot with mine. Whereas I should be relaxing from the late cares and trials of school, taking it easy, I have in reality devoted myself to an existence more oppressive than that of the Russian peasant. The spring is several light years from my abode, I carry boulders up a mountain side and chop huge trees for a pastime; there must be some easier form of diversion.

The climate is refreshing, but what good is climate if you can't sit in the shade and enjoy it? When does that second summer semester begin?

250 H. P. Single-Engine Car

Flying Automobiles in Sight

By Science Service

Some day you may drive your automobile to the airport hitch on wings, tail, propellers, and a few other gadgets, and take to the air.

This will be possible with a proposed flying automobile—a true automobile, with attachments to permit it to fly. It is not what flying men call the roadable airplane, but it is a plane with wings which can be folded or detached. In appearance, however, it is still a plane, and an odd sight on the road.

There are many difficulties to overcome before the flying automobile becomes a reality. Possibilities and difficulties were presented to the Institute of the Aeronautical Sciences by Joseph M. Gwinn of Gar Wood Industries, Inc., Detroit. The flying automobile is much to be preferred to the roadable plane, he said, because the combination vehicle will ordinarily be used far more on the road than in the air.

The flying automobile might be the conventional car with added structure and power to fly, or it might be a flying automobile designed entirely to aircraft weight standards. The second seems to be his preference. But it would be normal car size and shape, with ride, speed, and acceleration equal to those of a regular automobile. If a conventional car is to be used, wheel suspension, wheels, tires, brakes, chassis strength, and attachment points will all require major changes.

The special car suggested by Gwinn would have one engine only, but it would have to be of 250-horsepower. This presents one problem: how to use an engine of this power on the highway at low speeds. As an airplane, the center of gravity must be farther to the rear than it is in ordinary automobiles. This can be accomplished by structural changes and positioning of the load.

The wings would be attached slightly ahead of the rear wheels. Assuming the airplane is of conventional type, it will carry tail surfaces back of the wing, and a fuselage connecting wings and tail. The propeller would be located to the rear, behind the rudder. It would be removable, with the flying structure in a single piece. Landing gear is another problem. Special tires, shock absorbers, and a swing rear axle on each side of the differential were suggested.

Minor Damages Of Bonfire Now Paid

All small Thanksgiving bonfire damages have been paid, according to an announcement from the Dean of Men's office.

Correspondence for ten different damage cases, averaging \$20 each, was handled by the assistant dean of men.

The students paid for these damages in two ways: Glass jars were placed about the campus for contributions; and units of the Cadet Corps contributed. Money collected was turned over to the student activities association for distribution to the plaintiffs.

Salmonella Texas

Texas has received a new distinction which even the most zealous of Texans may not appreciate. The Lone Star State has had a germ named after it: Salmonella Texas. It is a very small germ, at that.

The new species was isolated by U. S. Public Health Service workers from the digestive tract of a four-year-old boy in Hidalgo county, whose mother said he had been having abdominal pains and diarrhea for about a week. It is described in the new issue of Public Health Reports by Dr. James Watt, surgeon, and Misses Thelma M. De Capito and Alice B. Moran, bacteriologists.

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Jakovin Junior, Northbound Comet

A new comet, barely visible through a five-inch telescope, has been discovered in the southern evening sky by a Russian observer and reported to the Harvard College Observatory at Cambridge, Massachusetts.

The comet has been named Jakovin Junior after its discoverer. It was first spotted Sunday near the constellations Sagittarius, the archer, and Libra, the scales. The comet, moving northward, is North of the star, Antares, in the constellation Scorpius, the scorpion.

PALACE BRYAN, TEXAS

PREVIEW SATURDAY NIGHT, SUN., MON., and TUESDAY

MAUREN O'HARA — In — "MIRACLE OF 34th STREET"

QUEEN

SUNDAY, MONDAY and TUESDAY

JOHN LODER — In — "THE WIFE OF MONTE CRISTO"

WEDNESDAY and THURSDAY

JEANNE CRAIN — In — "MARGIE"

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