

# Battalion EDITORIALS

Page 2 TUESDAY, SEPTEMBER 30, 1947

## 'Penny' Praises Aggies...

To be a real Aggie is something to which every student of our institution should aspire. A real Aggie is one who conducts himself as a gentleman under all conditions and in all places. The people of the State of Texas expect more of Aggies than of the students of other institutions of the State.

The students who attended the game in San Antonio conducted themselves as would be expected of students wearing the A. & M. uniform. The people of San Antonio and the officials of our school were mighty proud of you. Keep up the good work.

W. L. PENBERTHY,  
Dean of Men

## Progress in 'Great Issues'...

On July 11, "The Battalion" previewed the proposed Great Issues course to be offered at Dartmouth College this fall. For the benefit of those not in school at the time, here is a brief summary of that plan:

Great Issues is a three-hour course which is simply an analysis of contemporary national and international problems. The first hour is devoted to briefing the class in the problem of the week by a faculty member. A prominent guest of the college will lecture on that subject the next hour. Finally, the president of the college will lead the students in a "Socratic dialogue" the last hour. Each student will have an opportunity to debate, discuss, and digest the thoughts presented in the preceding two hours during the final period.

Textbooks are to be copies of the New York "Herald Tribune" and "The New York Times". Supplementary reading will be obtained through the use of "Harper's", "The Atlantic Monthly", "Foreign Affairs", and "The Saturday Review of Literature."

Dr. John Sloan Dickey, president of Dartmouth College, feels that three objectives will be fulfilled in a study of this type. Self-learning is evident as a primary aim; public-mindedness, which ties in with the former, is presented as a second objective. The last serves to the students of Dartmouth College the curricula of departments other than their own—to allow a liberal arts student an insight on the engineering student, and vice-versa.

One of the outstanding points in favor of the course is its place on the curricula of

each student. The course "Great Issues" is to be required of ALL Dartmouth senior students. Thus knowledge will at least be presented, if not absorbed, by all students at the college.

At the time of writing, The Battalion advocated that such a course be offered at A. & M. College to all seniors, regardless of what their courses of study might be. It took the position that the days of the hermit have passed... a citizen of the United States is today a citizen of the world. There is no excuse for ignorance of national or international affairs.

No letters were received concerning the editorial. There was no audible discussion of the Great Issues course outside the Batt office. Evidently a little learning can be a dangerous thing.

However, members of The Battalion staff were encouraged this weekend by the action of one of the members of the board of directors, John W. Newton of Beaumont.

During the portion of the board meeting devoted to general business, Mr. Newton inquired about our equivalent of the Great Issues course. When it was discovered that no study was devoted to those important subjects, he requested Dean of the College, F. C. Bolton to investigate the possibility of adding such a course to the curricula.

Thus, we can expect to see some action concerning a matter which is of vital interest to all of us, whether we be engineers, agriculture students, or liberal arts students.

The initial step has been taken; it is our sincere hope that "Great Issues" will become a reality at A.&M.



As MacKenzie Sees It....

## Elizabeth's Wedding Proves Royalty 'Solid' in Britain

By DeWitt MacKenzie  
AP Foreign Affairs Analyst

The eagerness and affection with which England is preparing for the forthcoming royal wedding, despite the worries of a depression which is rocking the very foundations of the country's economy, speaks in no uncertain terms of the country's loyalty to the throne.

It also seems to give an answer in the negative to the much debated question of whether Britain is swinging toward Communism.

Princess Elizabeth will have a wedding such as befits the girl who is expected one day to sit upon the throne. She and Lt. Philip Mountbatten, handsome Prince of the Greek Royal House, will be married in ancient Westminster Abbey, surrounded by the heroes of England's greatness. There will be a magnificent procession through London; a great reception; eight wedding cakes weighing 300 pounds or more

each; many and wonderful wedding presents, and the whole country will be in ecstacy.

However, in these hard times the wedding will lack the pomp and splendor of bygone days. Costs will be kept as low as possible. The Princess will forego a trousseau, and we even find the august Lord Chamberlain announcing that gentlemen attending the wedding may wear ordinary lounge suits instead of the customary morning dress of long tails and striped trousers.

Thus due deference will be paid to slim pocketbooks. Still, the people on the whole didn't want an "austerity" wedding for their beloved princess. And the reason for this attitude is that the king and queen and their children are looked upon as a part of the English family as a whole, comprising all classes. In war and in peace, royalty in modern times has marched with the "Bank and File." It belongs among cherished traditions.

Furthermore no political line can be drawn about present day British Royalty. It exercises no influence on the political thoughts of the people. It is head of the social structure but knows no class.

## Wig-Wam With 'Battleax' Better Than Air Castles

By HAL BOYLE

—NEW YORK—(AP).—Sayeth the poor man's philosopher: When I was a bachelor and the world was young, I once asked a couple:

"What's the toughest year of married life?"

"The first," said the husband promptly.

"The first six," said his wife. The husband looked disconcerted.

"How long have you been married?" I asked.

"Three years," said the wife sweetly.

Traveling around I meet a lot of young people going to the altar, and sometimes it seems as though they just use the church as a bus stop on the way to the divorce court.

Getting a divorce in too many cases is like lopping off a foot to cure a bunion. You may lose considerably more than you can spare. I know this is true because of the number of divorced people who tell me they'd give up their new castles in Spain anytime to share a wigwam again with the "battleax" or "old blowhard" they shed in a period of pique or frustration.

Many of the harried married-to-day waaek apart their marital ties simply because the corporation doesn't have enough income or the right kind of living quarters. They forget that poverty and the housing shortage are as old as true love and began with the tale of mankind. Adam and Eve set up housekeeping in a roofless garden without steam heat named "Eden," but which they probably privately called "Windy Acres" or "Ero Hollow."

We will pass over the fact that at least young Adam and Eve didn't have to face the "in-law" problem. I can't answer that one. Love does need its groceries, but that doesn't mean young people have to start the tandem life with a high-paying job, a house and a motor car—things it took their parents half a lifetime at the treadmill to acquire.

Through the ages the ability to laugh together has kept more people happily married—and filled more baby cribs—than all the gold that used to be in the bank of England.

(Tomorrow: How to stay married on a small budget.)

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## Hollywood Round-up...

### Bergman Fears Joan of Arc May Be Jinx

By BOB THOMAS  
HOLLYWOOD, Sept. 30 (AP)—Ingrid Bergman, who is now achieving her life's ambition by filming Joan of Arc, is wondering if Joan will become her "Frankenstein's Monster."

Two French actresses made film versions of the saint. Neither made another film since that one. Bergman, like most actresses, is a little superstitious. But her worries about the future are based mainly on whether she will have enthusiasm for future stories.

"It's like building a house," she said. "While you are building it you can't think or plan anything else, and when the house is completed what can you do?"

Bergman has been living the role of Joan for almost a year. She is probably one of the best informed people on the French Saint, barring a few Ph.D.'s.

Things enjoyed recently: ... the music depreciation review of Spike Jones, who has parlayed a set of cow bells into one of the top acts of show business... the loose-limbed jollity of Dan Dailey Jr., in "Mother Wore Tights," which is fine entertainment until it bogs down in sentiment... Art Linkletter's Rollicking Memoirs, "People Are Funny."

## The Nation Today...

### Street Cars Vanishing As Buses Take Over Streets

By MAX HALL  
(For James Marlow)  
WASHINGTON, Sept. 30 (AP)—Street cars are still decreasing in number, as they have for 30 years. But the street car isn't ready to fade from the American scene. Hundreds of new ones—fast, lightweight, streamlined, nearly noiseless—have been delivered this year. Hundreds more are on order.

Also, street cars are still yielding ground to buses. Every week or so, some city replaces the street cars on certain routes with motor buses or trolley coaches (sometimes called trackless trolleys).

In the last 20 years, street car tracks have shrunk from 40,570 miles to 15,490 miles.

Thousands of big new motor buses have been delivered this year. They are more comfortable than the old ones. Some are die-

sel-powered. A few—in San Antonio—are even air-conditioned. But streamlined trolleys have certainly given a boost to the prestige of the street car, and new hope to those who have a stake in its survival.

Street railways hit their passenger peak in 1923, when they carried passengers for 13,569,000,000 rides. They sank to 5,943,000,000 passengers by 1940.

During the war they came back considerably, carrying 9,516,000,000 passengers in 1944. But then started back down. The figure for 1946 was 9,027,000,000.

By contrast, buses have increased their traffic from 661,000,000 passengers in 1923 to 10,199,000,000 in 1946.



DeWitt MacKenzie

## A&M Retains Second Place In Enrollment

Texas A&M is still the second largest college in the Southwest Conference, according to a survey by the Associated Press.

Every college except one in the Southwest Conference reported all-time records for 1947. The lone exception was Texas A&M, which reported 300 less than last year's all-time record high.

Sharpest increase in actual numbers was reported by Baylor University of Waco, Baylor's increase over last year was 694 students, for a record 4,405 this year to date.

Still by far the largest is The University of Texas, with a record of 17,501 students. It is more than twice as large as second largest A&M with 5,343 students to date.

Veterans are playing a prominent part, as they did last year. There was an increase in GI's at Baylor, Texas, and TCU, a drop at A&M, and virtually unchanged total at Southern Methodist University at Dallas.

This is the breakdown by colleges:

College	1947	1946
Texas	17,501	17,108
A&M	5,343	6,224
SMU	7,927	6,782
TCU	4,500	4,100
Baylor	4,405	3,711
Rice	1,565	1,507

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## A Call to Arms...

Well, they've done it... the Navy Department has announced that scientists have developed Radac (rapid digital automatic computation) to dispose of the "ultimate bottleneck" inherent in warfare: the human mind. It is an electronic brain that "snap out answers far faster than a man can" in a tight situation.

Assistant Secretary of the Navy for Air John N. Brown recently declared that the speed and complexity of warplanes are increasing at such a rate that the human mind cannot possibly meet the standards required for aviation fire control and spotting.

The new instrument can conceivably be applied to transform information on altitude, terrain, direction, and approaching aircraft into the desired simple form for use by Navy and Army pilots in their battle against some enemy (enemy not being specified at this time... a military secret, it is understood).

In reading this, one is struck by a staggering thought... the phrase "ultimate bottleneck" can lead to only one conclusion: robots will eventually take over our ships, sea bag and baggage! Disgusting as the idea may appear at first, there is no other way to view the apparition.

To all the former Navy men on the campus, the call to arms has been sounded! Don't hesitate... wire your congressman collect immediately! A little reflection along the same trend of thought will clarify your position.

Consider an old Navy custom: how you feel if you reported to the Officer of the Deck aboard the destroyer Fignewton expecting to be received with open arms, only to discover that Radac machine No. 235654

A couple of radio writers, instructed to fill out a situation where the show's comic wrote a love song, gave it all they had and came up with the corniest, tritest ballad they could conceive. But when the agency account man heard it, he said: "The situa-

has usurped the position of that honored dignitary? He grinds out an order (in less than ten seconds, of course) for you to report to the Old Man.

Navigating towards the forward part of the ship, you stop before the captain's hatch. You knock... a whirring noise bids you to "lay down to the quarterdeck on the double!" With a rush and a pant you screech to a halt before the skipper's sacred stronghold.

What naturally meets your eyes? An odd-looking contraption, similar in shape to an automatic dishwasher is assembled before you in all its glory... wearing on its lid the four gold stripes of a Navy captain! Arranged on either side of it are three similar machines (the trimmings are brass, rather than gold) sporting the chevrons of Yeoman, First Class!

Behind these automats appears that recognized phrase, "Officer's Country", gracing a sign above a small compartment. To the left of the group is seen what must be the Captain's Messenger... a Radac machine (No. 687993) on a remote-controlled motor cycle. On the right squats another one of those infernal machines, this one extra large and wearing eighteen hash-marks. It could be nothing more than a Chief Boatwain's Mate.

But, you wonder, what am I doing here amidst all these machines? Surely there is no use for me here. Your reverie is interrupted: "Doc you will be assigned to the Hull Department". That was produced, accompanied by the meshing of gears, by the Old Man himself. "You see," he squawked, "we Radacers can't chip paint!"

Oh, the irony of it all!

tion is swell. But the lyrics need rewriting: they're not corny enough."

A cultured man is one who has a lot of information that isn't worth anything to him... Indianapolis Star.

## The Battalion

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