

Battalion Editorials

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THURSDAY, MAY 5, 1949

Give All the Students an Even Break . . .

Student Senators at their meeting Thursday evening will hear a report from the Scholarship Committee on the possibility of a student body sponsored scholarship for next year. This idea of such a scholarship is new on this campus and should cause everyone to give the idea serious consideration.

The arguments pro and con are numerous. They range from passionate approval as a noble experiment to skeptical disapproval on the grounds of just how to raise the money. Of the arguments presented against the scholarship plan the strongest and most powerful we have heard is the question of how student body support could be aroused to the point of students actually contributing their quarters and dollars for such a scholarship.

This question is vital and one the committee should face. In fact several recommended solutions to it should be offered by the committee before definite action is taken by the Senate.

The encouraging sign is, however, that

general sympathy favors the idea of our student body sponsoring one or more scholarships.

"We've got all sorts of individual and organization sponsored scholarships but none are actually sponsored by the student body as a whole" is an often stated expression.

Before collections could be made the student body must be in favor of assuming the responsibility (morally and financially) of becoming sponsors. To give lip service, to the idea is not enough; dollars must be placed in support of our words.

As a student body we should ask ourselves if this would be a worthwhile investment—to give many fifty cent pieces to assure one or more students scholarships to A&M. These men would be Aggies who could not otherwise attend A&M because of financial reasons.

To attend A&M, and at the same time help someone else to come to A&M, is a noble gesture entirely compatible with the finest of Aggie traditions.

Slow Dollars, Many Subsidies, Little Enterprise . . .

Merchants of transportation in the airline and steamship industries have fooled themselves into believing that passenger transportation means luxury transportation. Therefore, so many frills and extra services are offered that fares abroad these forms of transportation are being priced beyond pocketbooks of the great bulk of the people who can and do travel.

These merchants seem to forget, or turn their backs upon the fact that those who just want to get from one place to another many times outnumber those who expect and can afford luxury travel.

There is nothing particularly exotic about either air travel or ship travel, no more than travel aboard a bus or a train. But both the airlines and steamship lines persist in offering strictly luxury travel at prices that make the industry depend on slow dollars rather than fast dimes, and many government subsidies.

To maintain airlines and ship companies the government has, and is extending, great subsidies on the pretext that they are necessary to our transportation system and they are the very keystones of our postal system. Instead of stimulating competition in these industries, the subsidies cause them to become more flabbily inefficient.

Were the government to insist, or were the executives of these transportation enterprises more realistic, the airlines and the steamship companies could be

organized to serve a broad group of passengers who would patronize their services because their prices were in line with what the passengers could afford. And with increased operational efficiency these industries could show profits on their own.

The many extra services rendered are nice indeed. The free meals, the luggage handling services, and the fuss made over advance reservations give one the feeling of importance and give the industry a glamor that bus lines and railroads have found unnecessary.

These extras and frills are just not worth the additional costs that are added onto the fare.

Without so much extra service the airlines could compete seriously with the ground-bound modes of transportation, competition that would be attractive economically as well as saving time. The steamship lines could transport hundreds of thousands of people who would travel abroad if they had any money left after paying their passage.

If the community is to be benefitted by these so-called public utilities, then these utilities should cater to the desires of the community and the community's ability to purchase their services.

The transportation companies might consider the people who simply want to get somewhere, and get there—simply.

The Passing Parade . . .

Judging from this story from Denver, you can't accuse the Colorado legislature of being backward. (AP quote).

When and if Colorado gets television, there will be no video viewing in the front seats of cars. The State House of Representatives passed a bill forbidding it yesterday, but made no mention of television receivers in the rear seat. (end quote).

Well, that takes care of people watching a TV screen. Now if we could just get them to watch the highway, everything would be under control.

The Battalion

"Soldier, Statesman, Knightly Gentleman"

Lawrence Sullivan Ross, Founder of Aggie Traditions

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Sneak Preview . . .

'The Walking Hills' Provides Big Blow Out In Gritty Film

By ANDY DAVIS

The Walking Hills (Columbia) starring Randolph Scott, and Ella Raines. (Campus)

Another of the dusty westerns. "The Walking Hills" is packed more with sand, than anything else.

Seven men embark on a long lost gold adventure, one man being wanted by the police, and also among the group is a private "dick" out to get his man. Ella Raines gets wind of the venture and counts herself in on the deal.

Randolph Scott, and ex of Miss Raines, takes charge of the desert pack, and they set out for the walking hills, where the last trace of the gold laden wagon train of 1832, was found. As the digging gets rough, so do the men, and more then once they

enter into a little hand to hand, shovel to shovel, combat. About this time of the game, a big dust storm comes up and everybody starts walking, including the hills. When the big blow is over, the wagons have been uncovered, and the gold is discovered. Though the copper is disposed of during the storm, his man decides to go back and give himself up, so the picture ends, and everybody lives happily ever after. The film offers fair entertainment in a gritty sort of way.

CATHOLIC MASS

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Four Classes Schedule Trips

Four classes are making field trips to observe grass and range conditions, wild life and the Texas Agricultural Experiment Station.

Members of the Range and Forestry 401 classes will observe range conditions near Conroe, according to D. G. Wilson, class instructor. Wilson will point out to the class good and bad range practices and explain how to build up East Texas pastures and keep them that way.

The Wildlife Management 408 class will make a trip to Eagle Lake Friday. There they will study the nesting habits of the mottled duck, L. W. Wing, instructor said. Recently heavy rains have destroyed their nests, and some birds are now making their second nests this spring. Officials of the Fish and Oyster Commission are trying to learn why the population of these ducks has been decreasing during the last few years, Wing stated.

Range Management 409 classes will make a field trip to study range conditions in the Bastrop, Camp Swift, and Austin areas. Dr. V. A. Young, head of the Range Department who is accompanying the group, said spring is the best time to study range conditions because most range plants have developed full range. Class members will observe vegetation on the Camp Swift reservation, since this area has been undisturbed by grazing for the past several years.

J. F. Mills, agronomy instructor, will conduct the Agronomy 418 classes tour of the Texas Agriculture Station at Temple, May 14. The group will make a complete tour of the station to observe the benefits of cover crops and green manure crops to prevent erosion and build up the soil.

Letters

VIGILANT BUT CRUDE

Editor, The Battalion: The efficiency of our law enforcement group is an amazing thing.

There has been an old stray dog in the College View area for the last few days. Friendly, but apparently harmless, she should be disposed of for the protection of children.

The dog was reported—good. The police came over to remove the dog—good. But—WHOSE ASININE, STUPID IDEA WAS IT TO SHOOT THE DOG IN THE MIDDLE OF THE FRONT YARD WITH A GANG OF CHILDREN WATCHING THE PROCEEDINGS?

Someone definitely needs to apply a little ordinary common sense reasoning to these matters.

Robert B. Mayer, '49
Apt. C-31A

G. C. Curtis, D.O., P.R.C. Palmer Graduate CHIROPRACTOR Modern Upright Office Main at 20th Over Crescent Phone 3-7085

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FRI. PREVIEW 11 P.M.

"Mother Was A Freshman"

SAT. PREVIEW 11 P.M.

"Slightly French"

with Dorothy Lamour

QUEEN HELD OVER TILL SATURDAY

'JOAN of ARC'

SPECIAL PREVIEW AT QUEEN SATURDAY 11 P.M.

Plus—BING CRISP - "WILD BENNY" RONDO FLAHERTY - "THE CORN CROP" "CONNECTION VAN KEE" TECHNICOLOR

Joseph H. Axelrod, 38, was one of the first New Englanders to have a telephone in his automobile. He needed it. As boss of six textile mills in four cities in Massachusetts and Rhode Island, plumb, hustling Joe Axelrod made the round every day, and he liked to keep in touch. Last week, Joe



J. R. KELLY, Woonsocket, Rhode Island JOE AXELROD A car telephone is needed.

Joe added a fifth city (Providence) to his tour, a seventh plant (the Damar Wool Combing Co.) to his holdings. Even for a young man who likes to keep moving, Axelrod had moved far. In 9 1/2 years he had parlayed \$5,500 into an integrated textile empire worth \$6 million.

Joe started to work in 1938, when he was just out of the University of Pennsylvania. To his \$595 savings, his father, James, a textile jobber, added \$8,000. With the money, they formed Airedale Worsted Mills, Inc. with Joe as president. They rented a loft in a Woonsocket (R.I.) mill, bought some secondhand machinery, hired two workers and started weaving worsted fabrics.

The team, Joe made the goods; his father sold them. Selling was no trick when war came; the trick was production. Joe turned it by picking up the newest textile machines, applying the newest techniques, and plowing all profits back into more plants. Joe's aim was information—enough plants to handle wool virtually from the sheep's back to finished cloth. In 1942 Airedale Worsted Mills, Inc. was healthy enough to take over Woonsocket's Beron. In the next three years the Axelrods wove the Jeffrey Finishing Co., Woonsocket's Lippitt Worsted Mills and Dexter Dyeing & Finishing Co. and Paetucket's Crown Manufacturing Co. into their empire. Last spring they got control of New Bedford's old, famed Wamsutta Mills (sheets, broadcloths, specialties fabrics). Joe and his dad, who is treasurer, now have 3,750 men & women (including Wamsutta) working for them; and with last week's buy, they reached Joe's goal of integration.

Successful Businessman Axelrod reads TIME each week—and do more than 1,500,000 other U.S. college graduates who find in TIME the news they can't afford to miss.

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