

Changed Mind

There's an old saying when you have made a decision, don't change your mind in mid-stream. Nothing could be more appropriately applied to the present indifference which meets the city of College Station's continued request to erect mail boxes and house numbers.

Several months ago the people of College Station collectively made up their minds they wanted house-to-house mail delivery. Wives stated in a survey conducted by The Battalion that they were unable to receive their mail when the husbands went out of town, taking the car.

Others were in favor of the measure because of the parking situation in the North Gate area. Around noon and 5 p.m. parking places are scarce across from the Post Office.

Approximately 40 percent of the people of College Station have placed the required house numbers on their residences. The percentage of people who have erected mail boxes is somewhat smaller. Perhaps this indicates that only a minority of the people sincerely wish house-to-house mail delivery.

Yet the majority voted in favor of it, and even if only a minority of that number desire it, their wishes must be fulfilled. Mail boxes, the only expensive item, are obtainable all the way from \$2.50 to \$15. The real trouble is that the citizens of this community have made a decision and then gone to sleep.

Now When I . . .

Roommate was talking the other night about how A&M has gone to the dogs. He said all of his profs thought they taught the only courses offered at A&M.

And after chow, he really got into the swing of things—complaining as usual. The food isn't as good this year as it was last year, in fact it stinks.

From the question of food he got started talking about the freshmen. It seems as if all the freshmen are ruining A&M. From what he said, this is the dumbest class of first year men we have ever had on the campus. This of course hit a funny bone, because he said the same thing about the class before.

Speaking, he said, was the worst it had ever been. None of the men spoke on the campus like he did when he was a freshman or a sophomore.

But then thinking it all over and comparing notes, we find it is just another healthy indication that school has started again.

LETTER TO THE EDITOR

Former Student Writes Back on Cadet Training

Editor's Note: Doug Hearne, 1951 graduate, is now going through flight training school at Goodfellow Air Force Base in San Angelo. He wrote the following letter to Col. E. W. Napier, PAS&T, telling of some of his impressions and experiences as a cadet officer. While a student at A&M he was CO of Sqd. H.

Dear Col. "Zeke" and "Outfit":

I received your very welcome letter along with the copy of the Batt which was greatly appreciated. Whenever one of your letters arrive all of the questions which were on my mind in regard to the old Alma Mater seem to be answered . . .

As Doc told you, I have been pretty lucky in regard to this game of flying. I was the third man in the class to solo and the other two men had a total of three hundred hours between them. More than instructor was the man to receive all of the credit. I believe that he could have soloed my little brother out in the same 18 hours if he would have listened to him and tried to learn.

As I told you in my previous letter, Lt. McMullen is quite a perfectionist and where some of the other students are allowed to just slop through their work and maneuvers and get by with just about anything with their instruct-

ors, ours has put in an awful lot of work on his four students and as a result he now has all four of them soloed out and well on their way to the fifty-hour check.

In regard to flying, I can't help but recall the advice I received from Major Burris. I remember he used to tell me that the main thing was the proper technique and procedure and to get those down you were required to practice, practice, practice, and then practice some more.

Well, that's just exactly what the story is. It seems that from the standpoint of truly a fledgling and a Junior "Birdman" that no one is born a natural flyer—it's something that you have to work for and keep on working at. The way the training program is set up here, we will fly with out instructor for about an hour and go through all of the maneuvers and air work that we have been demonstrated.

After you get down he will give a critique on your weaknesses—our instructor makes it a point to do very little complimenting and back-patting. Then you will go solo for one to three hours in a period of two to three days and go over and over the work you were weak in and touch up a little on the maneuvers that you did pretty good.

When the instructor rides with you again it doesn't take him long



Traffic Regulations Announced for Year

Starting this year parking on three streets on the campus has had changes in parking regulations, Fred Hickman, chief of campus security, announced.

Parking on Houston street, which runs along by the YMCA, Goodwin Hall, and the MSC, will be on the west side of the street. Parking will be on one side only on Lubbock street behind the MSC when construction is completed.

Also listed in the new parking regulations will be one side parking on Throckmorton street.

Main points of the 1951-52 parking regulations are listed below:

Speed Limits

On the campus there will be two speed limits respectively, 20 and 30 miles per hour. These limits will be marked and otherwise prescribed from time to time.

Parking will be parallel, except on those streets where angle parking is designated by street markings. When a vehicle is parked parallel, both adjacent wheels should be within 12 inches of the curb. More than 18 inches will constitute a violation. Where angle parking is provided or where pavement markings indicate limits for parallel parking, all parts of the vehicle shall be within the designated limits.

Cars will be parked only on the side of the street where parking is permitted; not in front of fire hydrants, walkways, building entrances and loading zones, and other non-parking spaces which may be indicated.

Noise Control

Operators of vehicles will refrain from unnecessary sounding of horns or other warning devices on the campus. All motor vehicles must be effectively muffled. Any such vehicle operated with unnecessary noise on the campus will be considered as violating this provision.

Drivers will convey only those persons that can be accommodated on the inside of the vehicle. Drivers of motorcycles or scooters will limit passengers to one other person.

Parking areas are assigned for student use. During regular class hours cars are not to be used by students for the purpose of attending classes or transacting other business on the campus. However, off-campus trips may be made. Employee parking areas and College streets may be used by students after regular class hours, but parking is restricted to assigned areas after 2 a. m., except Sunday.

Employees will park vehicles in the area assigned for their use near the building where they are employed. When it is necessary for an employee to go to another College building on business, his car may be parked in the street for a limited time.

Registration

Students will register their vehicles at the Office of Campus Security, 108 Goodwin Hall, not later than 48 hours after their arrival on the campus.

Employees desiring to use their cars on the campus should register them upon beginning the use of the car on the campus.

Campus Registration plates will be clearly displayed and firmly attached to the front of the vehicle. Employees driving State-owned cars must have driver's licenses and must be fully familiar with these regulations and with the Uniform Traffic Code.

All persons applying under the above provision for car registration will be required to furnish registration information and driver's license.

Any person in need of special consideration concerning driving and parking permits will apply to the Campus Security Office.

These regulations are effective upon publication and apply to all vehicles operating on the campus. Failure to comply with these regulations may result in suspension or cancellation of driving permits.

At the beginning of each school year in September, a previous traffic record will not be considered in connection with the first violation, except in case of operation under suspended permit or other flagrant violation. Consideration will also be given for extended periods free from traffic violation.



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Part to Army, Part to AF Future Cadets To be Assigned

The subject of assignment and transfer of students between air and army ROTC at A&M has always been a hot question. In a release from the Department of Military & Air Science, explanations are given as to the future procedure which the department will use.

1. The following policy with respect to assignment of Army and Air Force ROTC students, effective Sept. 1, 1951, is announced:

• In accordance with current directives from higher headquarters, freshman ROTC students entering Texas A&M in the future will be assigned on the basis of 53.5% to the Army and 46.5% to the Air Force.

Those students who intend to apply for admission to the School of Engineering will be apportioned within the foregoing percentages on the basis of 45% to the Army and 55% to the Air Force.

• Entering new students who are or have been active members of the Civil Air Patrol, and those applying for admission to Aeronautical Engineering as a major course of study, will be given priority for entering AF ROTC.

2. In accordance with the Statement of Joint ROTC Policies, dated 21 June 1949, the classes of 1952, 53, and 54 have been apportioned on the basis of 60% to the Army and 40% to the Air Force. No change in this ratio is anticipated for these classes.

3. Transfer students applying for ROTC will be assigned to Army or Air Force in accordance with percentages established for the year of ROTC requested as indicated in paragraphs 1 and 2.

4. Insofar as practicable, entering freshman students will be given their service of choice, i. e. Army or Air Force.

In event requests for assignment to either service exceed percentage assigned in paragraphs 1 and 3, students will be assigned to the service not having its quota by impersonal selection of students from the other service without regard to academic potential or student preference.

5. a. Upon completion of Basic ROTC, students may apply for a contract for Advanced ROTC in either service, without prejudice. Advanced ROTC contracts will be awarded in accordance with the following priorities:

• **First Priority**—Students who have completed Basic ROTC of the service to which the contract applies.

• **Second Priority**—All others, provided quota limitations, paragraph above, are not exceeded.

b. Students, after having been assigned to one service upon initial application for ROTC training, will not be required to transfer to the other service against their desires.

Notes From Grad School

Beginning September 1, 1951 a new rule applies to grades in courses listed "for graduates and advanced undergraduates." On page 26 of the Graduate School Bulletin is pointed out that graduate courses require greater ability and effort than undergraduate courses usually do. Therefore, graduate students taking undergraduate courses which are approved for graduate credit are required to meet a grade standard higher than that for undergraduate students. To make this statement effective in the future only A and B grades are acceptable for graduate credit in courses numbered below 600.

In all 600 level courses a grade of C might be used provided the average on all work is B or 2.0.

Since this a new rule or rather a change and tightening up of an old regulation, it is important that everyone concerned understand this rule early in the semester for the satisfactory accomplishment of work in any course in which they are enrolled for graduate credit.

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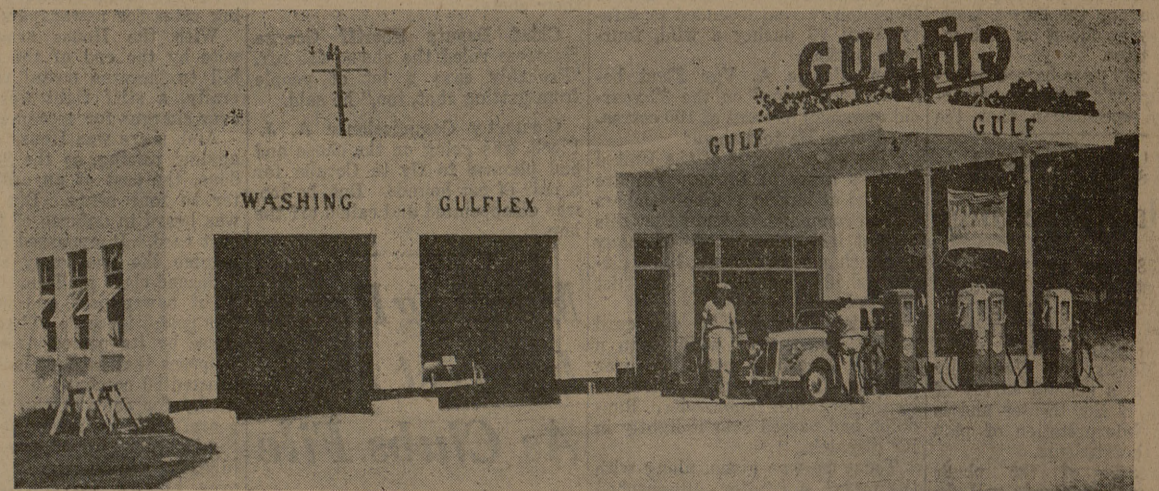
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LFL ABNER When A Feller Needs A Ham



By Al Capp