

Transport meet opens today

Nationwide conference convenes here

Prof. Hicks chairmans convention arranged by NU bizad college

Bringing together Nebraska's and the nation's leading executives in banking, shipping, railroads, trucking, airlines and insurance, as well as taxation experts, a full day conference on transportation begins this morning at 8:30, arranged by the college of business administration and centered in the Union.

With Prof. Clifford M. Hicks as chairman, the convention will devote the morning to problems of rate structure, and in the afternoon will consider taxation problems, climaxing with a banquet in the evening.

Ec, Biz-ord Classes dismissed.

All classes in economics and business organization will be dismissed after 8:00, so that bizad students may attend the sessions. Students are asked to show their identification cards on admittance.

The convention features such speakers as Samuel O. Dunn, editor of the Railway Age; Philip Locklin, of the University of Illinois, formerly economist for the Interstate commerce commission; A. C. Spencer, western general counsel for the Union Pacific; F. E. Schroeder, assistant to the president of the Inland Waterways corporation; John V. Lawrence, general manager of the American Truckers association, inc.; and Fred Clausen, vice-president of the United States chamber of commerce.

Local representatives figuring in the meet include J. C. Whitten, of the First Trust company, Lincoln; J. A. Little, rate counsel for the Nebraska railway commission, and J. J. Hartnett, traffic manager for Paxton and Gallagher, Omaha. Assisting Chairman Hicks on the committee are Prof. E. S. Fullbrook, C. O. Swayzee and F. C. Blood.

Nebraskans vitally interested.

"Because of pending changes in rates structure and regulation, Nebraskans are now vitally interested in the transportation question," says Professor Hicks. "The conference here today provides an opportunity for every individual to get a clearer picture of the whole transportation situation—one of the most acute problems of our time."

The university conference significantly coincides with the probing in committee hearing of the bill by Congressman Clarence F. Lea, and the measure aimed at regulation of transport being proposed by Senator Burton K. Wheeler.

Hoping to bring government as well as business representatives to the convention, invitations to attend have been extended to Harry L. Hopkins, secretary of commerce, Senator Wheeler, who is in charge of rail legislation for the senate; and Nebraska Senator Edward R. Burke.

250 already registered.

Preliminary registrations by mail already received for the meet number nearly 100, and nearly 150 delegates had made reservations for the luncheon to be held this noon at the chamber of commerce.

The registrations show that delegations from St. Joseph, Mo., Des Moines, Ia., and other major cities in the middlewest will be present to participate in the discussions.

From the University of Iowa comes Prof. S. L. Miller, tax expert, to speak, and from Chicago comes R. O. Small, freight traffic manager for the Chicago and Northwestern. Ralph Budd, president of the Burlington railroad, previously scheduled to attend the conferences, sent word to conference officials Wednesday that he would be unable to attend. J. W. Weingarten, of Omaha, counsel for the Burlington lines west, will attend in his stead. J. B. Eastman also sent word that he is unable to attend.

Program begins at 9.

Registration in the Union opens at 8:30 this morning with the rate regulation program beginning at 9 o'clock. Four experts will give their views on the rate situation, with Professor Locklin opening with "Co-ordinating and Systemiz-

Student Union achieves financial success

Transportation Conference Schedule

Friday, April 14

8:30 a. m.—Registration.

9:00 a. m.—Morning session, University Student Union.

The Rate Structure

Co-ordinating and Systematizing Transportation Rates, Prof. Philip Locklin, University of Illinois, former economist for I. C. C.

Nebraska's Stake in Interstate Rates, J. A. Little, Rate Counsel, Nebraska Railway Commission.

The Railroads Look at Their Competitors' Rates, Robert O. Small, Freight Traffic Manager, Chicago & North Western Ry. Co.

Waterway Comments, F. E. Schroeder, Assistant to President, Inland Waterways Corporation.

Discussion Panel: J. W. Weingarten, Counsel for the Burlington, Omaha; J. J. Hartnett, Traffic Manager, Paxton & Gallagher Co., Omaha; Prof. C. E. McNeill, the University of Nebraska.

Noon—Luncheon, Lincoln Chamber of Commerce.

ing Transportation Rates." "Nebraska's Stake in Interstate Rates" will be discussed by Rate Counsel Little.

The railroad and the shipping men's point of view will be portrayed by Traffic Manager Small in "The Railroads Look at Their Competitors' Rates," and Mr. Schroeder in "Waterway Comments."

Round table discussion of the rate question will be based on the speeches. Led by J. W. Weingarten, J. J. Hartnett and the University of Nebraska's Prof. C. E. McNeill, the discussion panel will last until noon. Luncheon at the chamber of commerce features Prof. Phillip Locklin speaking on the current policies and trends of the I. C. C.

Iowan discusses "Tax Burdens."

Back in the union for the afternoon session on taxation and its importance to the various transportation agencies, Professor Miller of Iowa university will open the meeting with a talk on "Transportation Tax Burdens."

Railroads will give expression to their problems in taxation thru A. C. Spencer of the Union Pacific. The topic of John Lawrence of the American Truckers Association will be "Problems in Motor Truck Taxation." Taxation discussion following the speakers will be led by J. C. Whitten, Nebraska's Professor Schmidt and other leaders from insurance and investment banking fields.

Banqueting at 6:30 at the Cornhusker hotel, the conferees will hear Editor Dun of the Railway Age, noted as an authority on transportation problems. Summary of the meet will be made by Fred Clausen, and summarizing reports from each of the sessions will be submitted.

Professor Locklin was principal transportation economist for the Interstate Commerce Commission in 1935; was a consultant for the National Resources committee in 1936, and last year was expert for the U. S. maritime commission. Now an associate professor of economics at the University of Illinois, he is the author of several works on transportation and railroad regulation.

Mr. Spencer became western counsel for the Union Pacific two years ago, after he was general solicitor for the road with headquarters in Portland, Ore. First entering the legal department of the Union Pacific in 1904, he was appointed general attorney for the lines in Oregon, Washington and northern Idaho.

Professor Miller, appointed professor of transportation at Iowa university in 1925, is the author of several works in the field, including "Railway Transportation" and "Inland Transportation." Mr. Schroeder is an official in the Inland Waterways government corporation which operated all government barges on inland waterways.

The American Truckers association, inc., of which Mr. Lawrence is general manager, is the central office for many state and local trucking associations. Mr. Little is an authority on traffic rates, and is now rate expert for the state railway commission.

Current I. C. C. Policies and Trends, Prof. Philip Locklin, University of Illinois, former economist for I. C. C.

2:30 p. m.—Afternoon session, University Student Union.

Taxation

Transportation Tax Burdens, Prof. S. L. Miller, University of Iowa.

Problems in Railroad Taxation, A. C. Spencer, Western General Counsel, Union Pacific Railroad.

Problems in Motor-truck Taxation, John V. Lawrence, General Manager, American Truckers Association, Inc.

Discussion Panel: J. C. Whitten, First Trust Company, Lincoln, Nebraska; Prof. E. B. Schmidt, University of Nebraska. Other leaders to be announced from the insurance and investment banking fields.

6:30 p. m.—Dinner, Cornhusker Hotel.

Is the Railroad Problem Insoluble?, Mr. Samuel O. Dunn, Editor, The Railway Age.

Summary of the Conference: Mr. Fred Clausen, Vice President, U. S. Chamber of Commerce.

Report on Rate Structure.

Report on Taxation Structure.

Notax monies involved in its operation

Students pay running expenses thru \$3 fees and faithful patronage

by Ed Wittenberg.

As the Student Union prepares to celebrate its first anniversary May 4, it is time to inquire into the state of the Union—more particularly, the financial state of the Union.

Taken as a whole, the Student Union has fulfilled all hopes, meeting with success financially and socially. Prof. E. F. Schramm, chairman of the Union Board of Control, told the NEBRASKAN that "with wholehearted student co-operation and a sound financial policy, we have achieved success right from the start—something other schools have not all been able to accomplish."

Contrary to what, according to Director Kenneth Van Sant, is a popular belief, the Union receives no support whatsoever from the tax funds of the state. Hence, Nebraska taxpayers have no proprietary interest in the Union, as taxpayers of the state.

Union financially independent.

Since the Union does not have access to tax monies appropriated to the university, it is financially an independent entity in relation to the school. However, the building is owned and maintained by the University, through the dormitory corporation, and all Union (See UNION page 5.)

Agar interview - -

(Continued from Page 1.)

mention such and such an event in their papers. So they do not mention it—just because they are that kind of men." When he finished relating this, he grimaced, making it plain that he did not approve of this semi-voluntary news suppression.

Writes syndicated column.

Although he is associate editor of the Louisville Courier-Journal, he spends about six months of every year travelling the United States and about two months in Europe, where he spent seven years in various types of writing until his return to America about five years ago. The reason he is free to travel is that his chief work on the Courier is writing a column which is syndicated over the country.

"It is very exciting for me to travel in this country after spending so much time abroad," he said, and this was the key clause to his convocation speech a few minutes later, for he feels very strongly that America allows its minds to be diverted to foreign scandals when it has plenty of troubles of the same kind "in its own backyard."

Knocks journalism schools.

Mr. Agar's impressive stature, personality, and Pulitzer prize reputation causes a person to liken him to the hero in a newspaper drama or movie, but "movies give a pretty inaccurate picture of newspaper work," according to Agar.

"There are two or three tabloid papers in the United States whose offices approach that atmosphere of tenseness and sensation that movies portray, but there is really very little romance to newspaper work."

Mr. Agar discounted the value of schools of journalism. He shook his head when asked whether they were good training, and said that a general education in university and a few years of practical experience, such as work on a college newspaper, gave the best background for a journalistic career. He advises a major in political science or other field in preference to a journalism major.

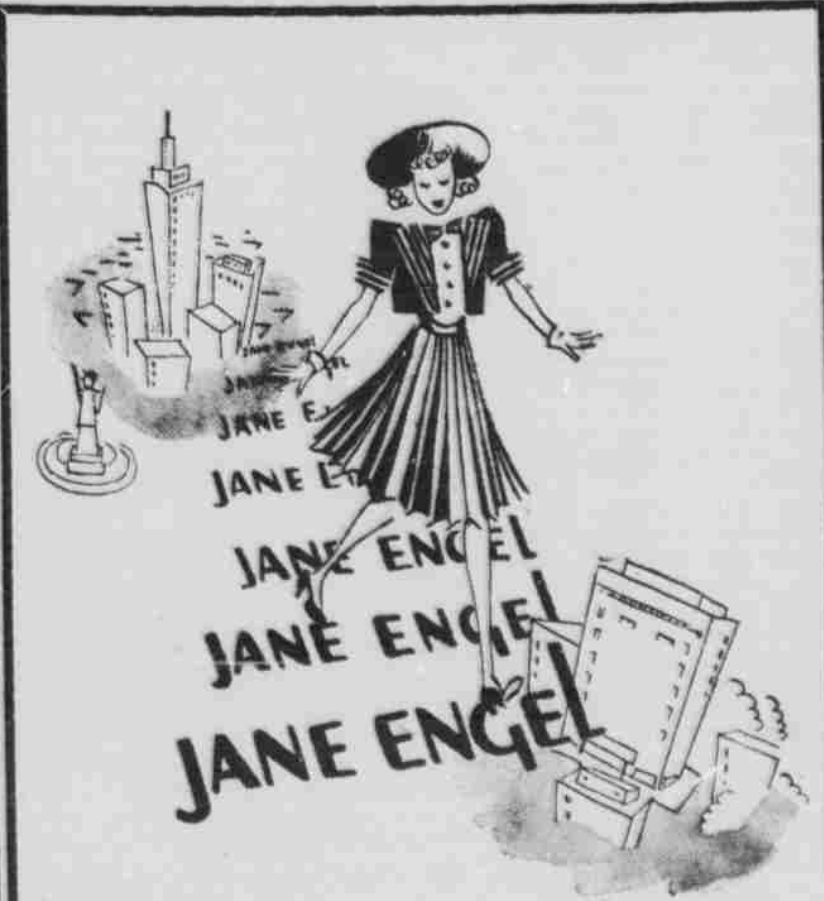
Guild helps journalist.

"Then, after four years of college training, they will put you on a police beat or station you in a morgue for a few dollars a week." He was bitter about the low salaries newspapers pay. "But they are improving with the expansion of the American Newspaper Guild," he added.

College graduates are rapidly replacing overgrown newsboys on

the editorial staffs of papers, and women are coming into their own, but all must start at the bottom and get the necessary practical newspaper experience which no school can teach, Mr. Agar believes.

A few minutes after he said this, he was whisked over to the Temple to deliver his address, to lunch with faculty members, and speak to another club. Yet he still finds time to write a daily column for his paper and to write Pulitzer prize-winning books. He hopes soon, though, to be able to settle down in Louisville and become a "stationary" journalist.



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