## Editorial

## Comment

## Bulletin

# Scholarship Compared

When the semi-annual scholarship report was released from the office of the dean of student affairs yesterday the usual comments were made and some appeared in print in newspapers throughout the state. One newspaper had the Greek groups "lagging behind" other organized groups. Comments such as "the average is going up" or the "average is going down" were heard.

Consequently we have made a study of the relative scholastic ratings of undergraduate groups for the past 10 years. Most of the opinions voiced and printed proved to be unfounded. The scholarship ratings since 1931 ran approximately the same as they do now. The all-student average for the second semester of last year was 2.424. This would be approximately 78 if a numerical average could be accurately computed on the basis of 100 percent.

This average is slightly higher than any average during the past 10 years, but is not more than one or two tenths of a point higher, which would probably mean that the averages up to now have been anywhere from 75 up to 78 for the student body.

Every semester such professional sororities as Omicron Nu, Mu Phi Epsilon, Phi Upsilon Omicron and such professional fraternities as Sigma Delta Chi. Phi Mu Alpha and Sigma Gamma Epsilon have topped the scholastic lists for the entire school. Every semester such organized houses as Wilson, Loomis, Howard and Bouton halls have headed the lists for organized houses. These facts are easily understood because all of these professional and house groups have for their basis of selection of members or residents a high scholastic average. Something would be wrong with them if they did not carry off the top honors.

As for the Greek groups, every semester has seen a different alignment of ratings. But to say they are now "lagging behind" the other groups is foolish because their basis of selection is not primarily on scholastic attainment and therefore they cannot be expected to top the groups which have high scholarship as a prime requisite.

Therefore we don't think everyone should get so excited about who is on top and who isn't. If every student can contribute to the general average of the university and it continues to rise one or two tenths of a point each semester, the university will continue to rate as one of the top schools scholastically. That is the important thing.

#### Behind the News

By David Thompson

I was interested Sunday night in listening to the American Forum of the Air hold an extemporaneous discussion on the very controversial subject of "Freedom of the Seas." The forum was composed of Hamilton Fish, U. S. Representative from New York; Amos Pinchot, noted Pennsylvania lawyer; James Cromwell, former American Minister to Canada; and Professor Elliot, former head of the Department of Government at Harvard and now an official in the OPM. The former two represented the isolationists (Congressional in type) and the latter duo represented the interventionist viewpoint.

In previous forums "Ham" Fish has always come off with the last word in regard to his well known "rubber and tin" war, but he met his match Sunday in Prof. Elliot who came from his office in the OPM with a battery of figures and estimates to counteract Representative Fish's usually embarassing questions. He also was prepared with a number of his own embarassing interrogatives. Fish lost further ground when he and his colleague disagreed on the subject.

What interested me most was the fact that after a half hour of heated argument the three parties, excepting Mr. Pinchot, unanimously agreed that they favored the intervention of our navy in the sinking of vessels bearing the U. S. flag in all waters in our defensive zone. They went on also to agree that these waters included the waters to and from the sources of our vital defense materials.

The stipulation did not include vessels flying the Panamanian flag or vessels carrying supplies to Britain beyond Iceland. To all this Mr. Fish agreed, but he would not agree to the protection being extended an inch beyond Iceland or to vessels of other nations bearing defense supplies to the U.S. He seemed fairly confident that our own merchant marine could handle the shipping of our defense needs.

All on the program were in agreement that, in case of a German victory in this war, we would maintain our traditional right to trade anywhere on the seven seas by force if necessary. The stress on this point by all concerned, of both factions, would indicate that even the isolationists felt force might well be necessary to such an end. The question then revolves about the question of fighting for that right now with allies or waiting a decade or two and fighting the same battle alone.

As days go by the controversey will more and more revolve around that question with all others being sidetracked. It is the battle of the long range point of view against the short range. Prevention or cure. All of us will do well to settle that question in our own minds, and soon.

### Rag Jags By Mary Kerrigan

Coed Counselors were counseling with full force this week at various booths around the campus-and they seemed to be enjoying it, Carol Chapman and Leah Jane Howell, Gamma Phi Betas, spent their time playing rummy at their table in the union lobby.

Overheard: Conversation between two freshman women, dog connoisseurs. First: "I wonder if that Beta dog is a St. Bernard." Second: "No. I don't think so. He isn't fuzzy like a St. Bernard." -Rag-

We hear the University Theatre has planned something extra spe-

cial for "East Lyun," if the students vote for it in the forthcoming play selection for the year. The Theatre plans to have a vaudeville show between acts, complete with handle-bar mustaches and pop-corn and peanut vendors running up and down the aisles. -Rag-Everyone is feeling sorry for Richard Yordy, engineering student

who has been radio studio technician and operator of the union's movie projector. He received his first class radio telephone commercial operator's license, hoping to go on with his work. But on the same day he also received a card from the Polk county draft board informing him that it had voted 3 to 0 for a 1A draft classification for him. He's leaving soon, but hopes to get a rating and be able to attend army radio school, -Rag-

Speaking of national defense, here's a success story for you. Chick Oldfather tried to enlist in the navy a while back, but was told his chest was too small. Invincible Chick took exercises, expanded his chest an inch and a half, and returned for further examination.

## The Daily Nebraskan

FORTY-FIRST YEAR.

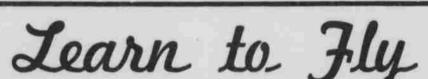
Subscription Rates are \$1.00 Per Semester or \$1.50 for the College Year. \$2.50 Mailed. Single copy, 5 Cents. Entered as second-class matter at the post-office in Lincoln, Nebraska, under Act of Congress, March 3, 1879, and at special rate of postage provided for in Section 1103, Act of October 3, 1917. Authorized September 30, 1922.

Member Associated Collegiate Press, 1940-41. Member Nebraska Press Association, 1940-41.

Represented for National Advertising by NATIONAL ADVERTISING SERVICE, INC. 420 Madison Ave., New York, N. Y. Chicago Buston Los Angeles San Francisco

Published daily during the school year except Mondays and Saturdays, vaca-tions, and examination periods by students of the University of Nebraska under the supervision of the Publications Board.

Business Manager ..... Ben Novicoff



BECOME A SKILLED DEPENDABLE PILOT. LIFETIME OPPORTUNITY NOW OPEN TO YOU UNDER THE CIVILIAN PILOT TRAINING PRO-GRAM TO RECEIVE GOVERNMENT APROVED FLIGHT TRAINING VALUED UP TO \$3,500. YOU PAY ONLY A SMALL FEE FOR INSUR-ANCE, PHYSICAL EXTMINATION AND COURSE FEE. TRAINING PREPARES FOR HIGH-PAY PILOTING POSITION AS FLIGHT IN-STRUCTOR OR AIRLINE CO-PILOT AT SALARIES RANGING FROM \$250 TO \$450 A MONTH.

Four stages of Civilian Pilot Training sponsored by the U.S. Civil Aeronautics Authority are available to all male college students who qualify.

(1) PRIMARY STAGE. On "easy to fly" Piper Cub airplanes, qualified students receive 35 to 45 hours of Government Approved Flight Training preparing for Government tests and an official Government Rating as Private Pilot. This training alone has a value of \$465. Your cost...only \$25 for Insur-ance, Medical Examination and Course Fee. University enrolled men between the ages of 19 and 26 with 27 college credit hours who meet necessary physical requirements are eligible for this training.

(2) SECONDARY STAGE. University students holding Private Pilot Certificates issued under the CPT Program and who meet necessary physical requirements are eligible to make application for the Secondary Stage of Pilot Training. This stage includes 40 to 50 hours of Government Approved Flight Training on sleek new Meyers Advanced Trainers ... ships especially designed for aerial acrobatics and advanced maneuvers. This stage of training alone would normally cost the student from \$700 to \$800. University Students qualifying for this training will have an expense of only \$34.00 for insurance, medical examination and course fee.

(3 and 4) CROSS COUNTRY AND IN-STRUCTOR STAGE, Graduates of the Secondary stage of Civilian Pilot Training are eligible to apply for advanced flight training which includes piloting experience on transport type airplane and hundreds of miles of cross-country flying. Training prepares students BOTH for a COMMERCIAL Pilot Certificate and FLIGHT INSTRUCTOR Rating. Exceptional money-making opportunities are open to these graduates in Flight Instructor and Airline Co-Pilot positions ... positions that pay \$250 a month to start with opportunity to earn up to \$450 a month. These men are taking jobs as fast as we can qualify

ACT AT ONCE...NEXT CLASS STARTS SEPTEMBER 29TH

A few openings are left in the Primary and Secondary Pilot Training Classes starting September 29th. This is your epportunity to secure valuable training without cost. See Prof. Jiles W. Haney, College of Engineering, University of Nebraska or, call Wendell W. Harding of the Lincoln Airplane & Flying School (Telephone, 6-2359), for complete information.

LINCOLN, NEBRASKA UNION AIRPORT

