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## SOCIETY

### SOCIAL CALENDAR

April 21:  
 Engineers' Night.  
 Senior Hop—Lindell hotel.  
 Christian Science Society, party—  
 Faculty hall.  
 Sigma Phi Epsilon, dance—Lincoln  
 hotel.  
 Silver Lynx—House dance.  
 April 22:  
 Delta Zeta, formal—Lincoln hotel.  
 Engineers' banquet—Lincoln hotel.  
 Comus Club, dance—Music hall.  
 Delta Chi—House dance.  
 Alpha Omicron Pi—House dance.  
 April 28:  
 Phi Gamma Delta, formal—Lincoln  
 hotel.  
 Farm House, dance—Music hall.  
 Freshman Hop—Rosewilde.  
 April 29:  
 Gamma Phi Beta, formal—Lincoln  
 hotel.  
 Alpha Omicron Pi, banquet—Lin-  
 coln hotel.  
 Phi Gamma Delta, banquet—Lincoln  
 hotel.  
 Farm House, banquet—Lincoln ho-  
 tel.  
 Union Society, picnic.

Mrs. Minnie T. England, instructor  
 in political economy, entertained the  
 university Business Woman's club  
 Wednesday evening at dinner. Fif-  
 teen girls were present. Mrs. Eng-  
 land read several selections from  
 James Whitcomb Riley, and her 7-  
 year-old son, Donald, played the violin  
 for the visitors.

Members of Sigma Delta Chi were  
 entertained at the home of Prof. M.  
 M. Fogg Thursday evening. Carl H.  
 Getz, vice president of the fraternity,  
 was guest of honor.

George B. Bush, traveling secretary  
 of Delta Chi fraternity, is a guest at  
 the fraternity house. Mr. Bush is an  
 attorney in Riverside, Cal.

Dr. H. B. Alexander is in St. Louis,  
 where he will read a paper before  
 the Western Philosophic association.

### THE ENGINEER AND PREPAREDNESS

"Fat men who do not believe in pre-  
 paredness will continue to overeat.  
 Pneumonia like war always avoids  
 those who are not prepared."—Kansas  
 City Star.

If a large number of recitations at  
 the University of Nebraska may be  
 taken as a guide, the belief in the  
 necessity of preparedness has only a  
 small following in the student body.  
 The confidence in the efficacy of the  
 bluff being so well established, I shall  
 not attempt to convince either the  
 student or the public at large of the  
 necessity of preparedness, but merely  
 point out to those who will have to  
 bear the burden in that day when the  
 bluff is called, some of the things that  
 the engineer will be called upon to do.

It is again a question if a student  
 body whose main desire is the side-  
 stepping of hard work will appreciate  
 to any extent service with the en-  
 gineering corps of an active army.  
 Casper Whitney says: "Men go to war  
 to fight. To fight means to work all  
 day, to march all night, to sleep on  
 the damp ground, to go hungry, and  
 those who do not have a stomach for  
 that sort of thing had better stay at  
 home."

This prescription, with a triple al-  
 lowance of work, all comes to the en-  
 gineers. For instance, if you can  
 picture to yourself a small group of  
 men cutting, and lashing bamboo poles  
 into a half finished floating bridge with  
 troops and the lighter vehicles already  
 passing over it, and when it is fairly  
 substantial see these men still soaked  
 to the skin, under a blazing sun, fight-  
 ing their way through the dust past  
 columns of men on the march, ambu-  
 lances, supply wagons and what not,

Quality  
 is  
 Economy



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 have said  
 "I can't be  
 fitted"—  
 but you  
 can-Here.

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to be at the head of the line ready to  
 bridge the next stream, you will have  
 a pretty fair idea of some of the work  
 of the engineering corps in the early  
 days of the campaign in the Philip-  
 pines. In this connection the standard  
 United States army pontoon bridges  
 are wonderfully efficient, yet in the  
 earlier Philippine campaigns when the  
 crossing of streams was almost a daily  
 occurrence, there were whole regi-  
 ments which never saw a pontoon. As  
 an example of what was done, how-  
 ever, the troops crossed the Marilao  
 river at dusk one evening on a partly  
 dismantled railroad bridge and at 9:30  
 o'clock the next morning supply trains  
 were crossing on a bridge of boats  
 and bamboo gathered along the banks.

To bring home the importance of  
 rapid bridge work and to show that  
 one can not rely entirely on make-  
 shifts, allow me to quote Major P. S.  
 Bond in the Engineering Record of  
 March 18, 1916.

"On Jan. 26, 1814, Napoleon writes:  
 'If I had had ten pontoons, I should  
 have captured 10,000 wagons, beaten  
 Prince Schartsenburg in detail, annihi-  
 lated his army and closed the war;  
 but for want of proper means I could  
 not cross the Seine.'

"Writing to the adjutant general  
 under date of May 18, 1846, General  
 Zachary Taylor says: 'My very limited  
 means for crossing rivers prevented a  
 complete prosecution of the victory of  
 the 9th (Palo Alto). A pontoon train,  
 the necessity of which I exhibited to  
 the department last year, would have  
 enabled the army to cross on the even-  
 ing of the battle, taken this city, with  
 all the artillery and stores of the  
 enemy, and a great number of prison-  
 ers—in short to destroy entirely the  
 Mexican army.'"

In addition to the things already  
 mentioned the duties of the military  
 engineer are limited only by his abil-  
 ity, both mental and physical. In  
 general, however, with an active army

in the field, they may be summarized  
 as the collection of information and  
 the construction of highways, railways  
 and of protective works.

The information particularly desired

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