

The Daily Nebraskan

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16

News Editor
JACK LANDALE
For This Issue

NEBRASKA TAKES SECOND

The stellar work of the Cornhusker relay team at Pennsylvania is a source of supreme gratification. In the face of the country's strongest opposition and on a foreign field, the team made a most admirable showing. The time made by the University of Pennsylvania (3:35) was nine seconds slower than the Nebraska team ran the mile at Drake a week ago. The remarkable performance of McMahon in the final heat of the race brought Nebraska within the nearest fraction of winning the race, in what the sport writers termed a "heartbreaking finish." We should all feel that the contribution which sent the team to the east were exceedingly well spent.

The work of the relay team at Pennsylvania is only the beginning of what is destined to be an era of Cornhusker dominance of the track. Prospects for a team of national champions for next year are exceedingly bright. Three men on the relay team are comparatively new at the track game, and will take the field as veterans next year. Fuchs is the only man on the team that graduates this year. It is probable that Finney will be back next year to run the hurdles, and sport critics concede him to be the equal of any hurdler in the country. Dales will work with the weights; Graff will be eligible for the long distances; and other men who have been out of school for a year or so will be back to "do their bit." As in football and basketball, the prospects for track next year are exceedingly promising, and the year 1919-1920 is certain to be one of crowning glory for Nebraska athletics.

ONE THOUSAND TO OMAHA

Plans are rapidly materializing for the excursion to Omaha on Friday. Itineraries are being mapped out by the committee to fit the inclinations of all classes of students. Whatever may be the special hobby of the student, he will find places outlined on one or more of the groups that will be of particular interest to him in his line of work. Agriculture students will visit the packing houses and the stock yards, medics will visit the new University Hospital, engineers will be interested in the Union Pacific shops, the Smelter, Power Station, etc., art students in the Lininger gallery and the Dietz-Joslyn-Kountz collections, commerce students in the exchange, banks and wholesale district, journalists in the three principal newspaper offices, chemists in the Smelter, manufacturing chemical works, and art glass factories. In fact there is no group of students in the entire university that will not find some place of interest in Omaha that will be of special educational value to him in his college work.

The moment students arrive in Omaha, they will become the guests of the Omaha Chamber of Commerce and will remain so for the rest of the day and evening. The expense of the trip may be cut to the minimum of \$3.56 for train fare, and beyond this, students may spend as much as or as little as they please. Financial considerations need bother no student who is willing to forego the pleasure of a few movies. If we "turn out" with a delegation of a thousand students the trip will be the means of helping to bring the university and Omaha into a closer relationship than the two have enjoyed in the past. Instead of knocking the university as some Omahans have done in the past, they may, perhaps, change their tune, and become boosters for Nebraska. Now that we have decided to make the trip, we should go into the thing with all our heart and "put it across" in fine style. A thousand students will make a good showing.

MASS ATHLETICS

Mass athletics as originated and put into competitive athletics contests by Bob Zuppke, Illinois football coach, has met with an unheralded welcome by athletic coaches throughout the country and the universities are adopting his plan as being more beneficial than the usual "survival of the fittest" as our basketball, track, baseball and other minor athletic teams demand in their formation as representatives of their respective schools.

It seems that this innovation of mass athletics is an advance agent of the more liberal athletic policy to become universally adopted in the near future. In the past and still at the present time the big aim of university athletics has been the producing of winning teams, disregarding at the time the shadowing of other things just as essential and beneficial. To admit defeat is un-American. To lose to another university is a violation of university spirit as inculcated and expostulated by the loyal student of the university. In anything, chess, bridge, politics, and organization pride, the idea is that the goal must be won, if not through fair means, then by foul means.

Zuppke and other prominent coaches say it isn't and thus has come into prominence the mass athletics idea. Its success depends on whether the institutions of the country want to be represented by the "masses" or by the "few."

The Big Ten schools are testing this advanced theory May 17-24 and Purdue will give its approval or disapproval at that time. Everybody can benefit by mass athletics if he so desires.—Purdue Exponent.

NEBRASKA PROFESSORS CO-OPERATE IN STATE GOOD ROADS MOVEMENT

(Continued from Page One)

state. The survey has issued over 300 pages of reports on the various kinds of road materials in Nebraska. Their work has perhaps been the most complete and satisfying of any accomplished in this country. Dr. George E. Condra, of the department of geography and conservation, is chairman of the state advisory highway board, and has been an ardent supporter of good roads and their significance. This board has charge of the naming, routing and marking of all highways in Nebraska.

Chancellor Avery has been one of the most enthusiastic of road workers in the entire state. While in Washington working for the government he was greatly impressed with the all-year roads of the eastern states, and determined then that Nebraska's seventy-five miles of paved roads should be increased. After the Chancellor returned from Washington he was still enthusiastic and talked with Secretary Whitten of the Lincoln Commercial Club, in regard to new and improved highways. As a result of this activity, the Pershing Historic Route was organized, the name being suggested by the Chancellor. When this new organization held its initial inter-state meeting at the Lincoln Hotel, Chancellor Avery was made temporary chairman, but declined to accept this as a permanent honor. The Pershing Route will be transcontinental and will connect New York and San Francisco. From New York it will pass through Ohio and the middle-southerly states and will be routed through LaCade, Missouri, the birthplace of Pershing, and then through Lincoln, where his home still stands and where he was formerly commandant at the university. The leading cities of the United States will be traversed by the highway, and it will be marked with permanent structures, receiving the same prominence that the Lincoln Highway has received in the past.

Many university professors have also been interested in the establishment of this coast-to-coast road, with a name of such unusual significance at this time. Dr. Condra is chairman of the committee on routing. Professor Chase on marking, and Professor Chatburn on construction and by-laws. A large number of university graduates have had charge of the roads already completed.

Lincoln is also chosen as the meeting place for the officers of the new Cornhusker route, named in recognition of the Nebraska State University. Chancellor Avery and Dr. Condra will represent the school at this meeting. The Cornhusker route extends from Sioux City, Iowa, to Marysville, Kansas, where it connects with the Blue Line to Manhattan and Camp Funston.

Another factor in the close connection between the university and good roads is the attitude which the regents have taken on this matter. They are unanimously in sympathy with the movement, and heartily co-operate with every worthy move which is made to further this end.

Mr. Watkins, a U. of N. graduate of '09, who now has charge of all publicity matter for the automobile organizations of California, was very prominent in organizing the Pershing Highway. Forty-three millions will be spent on California roads this year.

Among other former Nebraska men who are prominent in road work is Mr. Kohrs, formerly of Tekamah, but now road booster for Salt Lake City. It is almost a complete evolution, when we see that the university has not only helped to make good roads stand as they do in our own state, but in many of the other parts of the Union as well. The co-operation has been one of united action and good will, rather than action by only a few individuals, and Nebraska is now looking forward as a consequence to a bright future and a new era in road construction.

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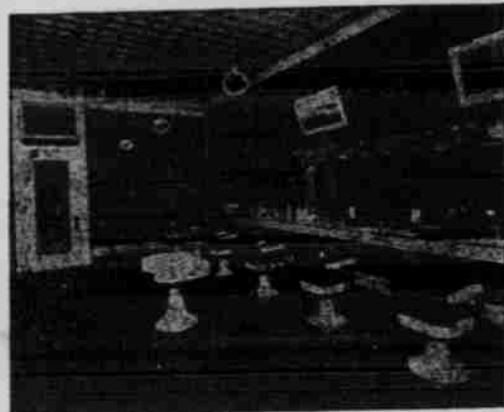
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