

THE DAILY NEBRASKAN THIRTY-SEVENTH YEAR

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Student Pulse Poor Facilities Trip Band

TO THE EDITOR: From The Lincoln Journal. By LYMAN SPURLOCK, Student Conductor, Nebraska U. band. I feel that it is my duty to assist you in figuring out the weighty problem that is on the mind of a "Femme Observer." Naturally her remarks about the Nebraska University band caught me in a vulnerable spot. I feel happy that she realizes the important part a band plays in lending color and enthusiasm to an athletic contest of any kind. She shares my views there 100 percent.

However, does she know, for that matter do many people except the bandsmen know, anything concerning the physical handicaps relative to training that we who actually work with the band have to meet, before we can get the band to even sound a note?

Permit me to list a few. 1. Rehearsal room facilities. Our rehearsal room is located on the third floor of the Temple building. It is much too small, about right for a 40-piece band. (we crowd one hundred in there). Some have to stand thruout the rehearsal. The acoustics of the room are very bad.

The only chairs available are a few straightback ones, but mostly writing desks that render correct playing posture an impossibility. Can you imagine playing a saxophone or a saxophone or french horn while sitting in a desk that has a writing ledge built on the right side?

Adjacent to this room is a band instrument storeroom about 8 feet by 20 feet where the boys may leave their horns while attending classes. If this room were piled full it could not accommodate all of the instruments. The only other instrument storeroom is four blocks away in the gents rest room in the stadium.

Can you imagine any good high school band in the state with such poor rehearsal room facilities? 2. Drill ground facilities. At present we have two choices in a drill field. One is located one block north of the coliseum. A man coming from chemistry lab at 5 p. m. would need 15 to 20 minutes to get to the temple and then over to the practice field, and if he was a bass horn player he would have to carry a 40-pound horn about eight blocks to reach the rest of the band and then carry it back to the stadium or temple, again, so that field is not really accessible. If it took every man 10 extra minutes to get there it would be wasting 1,000 band practice minutes per year—hence we choose the only other available spot, directly east of the stadium. This plot is barely as wide as the band is long, but we use it because it is much closer to the temple and as before mentioned we can store some of the instruments in the gents rest room.

Since I have been with the band we have been able to obtain the stadium once for a 45 minute drill Friday night before the Indiana game. Our rehearsal time conflicts with the teams practice time. (We practice at 5 p. m. three days per week.)

S. J. O. T. C. functions. Our outfit also used for military functions as an integral part of reviews and parades. Therefore all of our drill periods must be used to develop movements not directly related to a stunt band. In the spring when the K. U. band has time to develop the next falls football formations, we must spend time on military maneuvers.

It is true we have splendid uniforms—excellent material—it seems to be definitely settled as to the leadership in our "Femme Readers" mind—but don't you think John that before we so definitely judge a group, positively judge its shortcomings, and unfeelingly fix the responsibility, we should know more about everything involved.

We have a swell bunch of fellows, good players, give them a decent band home, as many other universities have, and then watch them.

Who Says Students Don't Believe Anything?

TO THE EDITOR: Would you like to print this? Well, go ahead. And I'd like to have a little criticism, too. There's just a few of my misty ideas.

A STUDENT'S CREED. I believe that I have an inalienable right to a secure physical existence, so long as I repay society, with interest, for every investment it has made in me.

I believe that I can demand from my fellows the right to think and act as I wish, if I am willing to grant them the same privilege.

I believe that I can not afford to expand my energy in any activity which does not make some tangible contribution to my value as a member of society.

I believe that I live in an age of greater potential worth than any in man's history.

I believe that my only right to or reason for existence is the opportunity which I have to add in small degree to the vast store of

knowledge of better ways of living together which my children's children will need in directing their lives;

I believe that I can justly demand to know the cause of every phenomenon of the world in which I live, and to question every belief—and every answer to my questioning;

I believe that I owe no allegiance to any policy of state or nation which does not, to the best of my knowledge, seem to be positively supported by the past experience of the race;

I believe that none of my fellows has the right to ask of me unwilling support for any cause in which I am unable to participate without compromising the fundamental assumptions upon which I build my life;

I believe that I can never expect to find more inspiring aid and consistent help than in the person whom I marry;

I believe that the greatest satisfaction which I can obtain from life will be in a self-critical but firm belief that I have never lost respect for myself;

I believe that I shall never become disillusioned with life unless I find that I have been disillusioned in attempting to examine my beliefs.

UNSIGNED.

WILLIAMS FINDS DIRECTION ON CONCRETE FACTS IN ART.

(Continued from Page 1). artist himself; a receiving set, the eye and brain of the observer, and, of course, someone to receive. According to Williams, the artist has a keyboard. If he is to be successful the artist must know what possibilities lay with the various factors or combinations of factors making up this keyboard, namely, areas or anything that has visible width and length; direction the eye will travel, which is achieved by lines or by the fact that the eye will travel the length of any area that is longer than it is wide; the value of the scale from black to white; and the use of color itself.

Knowledge of Key Board.

It is only after a thorough knowledge of this keyboard and its psychological effect on the observer that a study of volume, movement, rhythm and solidity will take on a practical or sensible form, he points out. "The artist's mission in life is not so much to teach humanity how to see as to sharpen its sensitiveness toward emotional response," Williams writes. "The great artists have been fulfilling this task through the ages but somehow the method by which they achieved success remains deeply shrouded in mystery. At the present time there seems to be no accepted definition of art or any accepted path on which to travel toward achievements."



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Signs Help If Obeyed

anti-communist pact means and why Germany intervened in Spain. Britain, ever touchy on the subject of the Mediterranean, believes that the move was aimed at weakening of Britain in that waterway. Germany's friendship with Italy also is a sore spot. Britain believes that Mussolini is deliberately threatening the "empire lifeline."

THE WEATHER

Galoshes and jackets should be the fashion today according to the weather man who says snow and not so cold.

Scouting the Enemy.

Britain sends an envoy to feel out the temper of the enemy's administrative plans. Viscount Halifax leaves today to "explore" the problems hampering Anglo-German relations.

Tux Football.

Atlantic City, where the height of summer fashions assemble, takes the limelight also in football styles. Fans who witnessed the Pennsylvania military college's victory over Delaware U. last week saw the game in evening dress. A publicity gag by the chamber of commerce resulted in a throng of formally attired persons being crowded into the massive Convention hall to witness the season's only indoor college football game.

Special Session in Review

Fashions in legislative procedure run to a predominance of conversation rather than decisive action. The senate remains in the throes of a southern filibuster against the anti-lynching bill. The wages and hours bill remains in committee and enough labor votes have not been mustered to bring it out. Roosevelt asks for a united farm program which will enable farmers to compare with labor and industry in meeting modern economic conditions. Wallace explains his "ever normal granary" proposal to members of the senate agriculture committee. The bill meets apparent approbation from southern senators, though some opposition is voiced by midwestern and western senators against compulsory provisions. Senator Gillette of Iowa predicts a compromise in order to get the program

A Lifeline in Treacherous Swamp Of Campus Traffic

The director of city traffic announced yesterday that an arterial light will be installed at the intersection of 14th and R sts. Since it was at this corner that Glenn Paulsen received the injury last Saturday which resulted in his death Monday afternoon, the move by the city council may appear analogous to shutting the barn door after the horse has escaped. This is not exactly the case, however, since the council's order was approved ten days before the accident.

In the light of the fact that L. F. Seaton and Sergeant Regler have been requesting the city for such a light for a number of years, the installation has been unnecessarily delayed. Need for the light has been as imperative for ten years as it is at the present time. Besides the Paulsen accident this year, there have been five others not involving pedestrians.

Altho the improvement has been needed for a long time, that need will be greatly increased with the opening of the Student Union. Because student travel will be especially heavy to and from the cafeteria at meal times, the campus has added reason to be grateful for the light at 14th and R.

Another Lifeline Needed

The action of C. O. Anderson of the engineering college and J. P. Colbert of the engineering faculty following the Paulsen tragedy is commendable. These two men initiated a move for a petition to the city council requesting devices for traffic regulation on the campus. The principal point in their petition was the light at 14th and R. Consequently, when it was discovered that the light was to be installed, the petition, which had already been drawn up and printed, was dropped.

Besides the light at 14th and R, however, the petition also called for stop buttons at 14th and S. It is the belief of the Nebraskan that this junction where S st. makes a jog across 14th st. to the campus quadrangle is the most dangerous intersection at the university.

A count by Nebraskan reporters revealed that the amount of car traffic at this corner is equal to that at 14th and R where the light is being installed and that pedestrian travel at 14th and S exceeds that at the intersection which is to be protected. The most significant fact revealed by the count was that 100 cars passed up and down 14th during the ten minutes from 11:53 to 12:03 just prior to the lunch hour. During this same time the pedestrian travel to the drug, and the student houses in the vicinity of fraternity and sorority row was so heavy as to make an accurate count impossible.

When contacted by the Nebraskan Lieutenant Bennett, Lincoln traffic director, indicated that he did not believe the situation at 14th and S warranted either stop buttons or a light but that he would investigate. Some expression of student sentiment by letter to Lieutenant Bennett would emphasize the serious traffic hazard at this corner.

Lifelines Alone Won't Help

Adequate traffic signs may be lifelines in the treacherous sea of campus traffic, but they alone cannot solve the problem of danger on the campus or highway. Prof. F. W. Weiland of the mechanical engineering department in a recent study attempts to prove that the increase of engine power in automobiles goes hand in hand with sudden death. His point is

that no one is capable of controlling a car that is traveling above a certain speed.

There is no denying these conclusive statistics compiled by Professor Weiland: At a speed of 20 miles an hour, driving tests show that the motorist's car will travel 20 feet while the driver is "waking up." At 30 miles an hour the car moves 30 feet before the driver changes his foot from the throttle to the brake pedal, and at 60 miles an hour, 60 feet.

Even after brakes are applied the car will glide another 20 feet before coming to a complete stop when traveling at a speed of 20 miles an hour; at 60 miles an hour, 160 feet.

"The weight of the car does not influence the stopping distance, provided each car has efficient brakes with braking surface proportioned to the total weight," Professor Weiland says. "Suppose, now, the individual is traveling 60 miles per hour. If he stops in the average distance of 220 feet, he is requiring more than two-thirds of a city block to bring his car to a halt. If his brakes are good but not perfect, it may take him a distance of 350 feet. At any rate the total time required for a complete stop will average from 4 1/4 seconds, under ideal conditions, to 7 1/4 seconds under good conditions."

The engineer tells us that if two cars, each traveling toward each other at the rate of 80 miles an hour, crash head on, the mutilation of the individuals is the same as if they were to jump from the top of the Empire State building to the street below. Professor Weiland states that "no human being can handle an automobile safely at 60 miles per hour, under any existing conditions, and no amount of traffic legislation, improved highway design, and more efficient safety education will ever make the driver think faster or help him to react more rapidly." Nor is he in any way disparaging safety movements.

He would suggest that every young person graduating from high school be required to attend a drivers school for one year. Such instructions would not only improve the employment situation, but would make the individual alert to the mechanical limitations of the modern automobile, particularly at a period in his life when the craze for speed is at its peak.

The speed of the modern automobile as the big factor in the accident problem becomes the more real when seen from the statistician's point of view. Figures show that fatalities in rural districts and on the open road comprise 68 percent of the total motor vehicle deaths. In 1925 the death toll on the open road amounted to more than 54 percent, which has increased along with engine power to the previous figure. Motor registration increased 31 percent from 1925 to 1935.

"We have tried to educate the driver; we have improved our highways; we have enforced traffic regulations; we have even begun to talk safety—all without satisfactory results," Professor Weiland declares. "The fact still remains that automobile power plants are continuing to grow larger. Hand in hand with this vicious program marches death."

"I propose two solutions. The first will prove partially satisfactory; but the second will be closer to being the cure-all of our highway ills. In the first place, I would suggest a governor on the engine to control the maximum speed. But this in itself is not enough. Enormous pickup is still there. Secondly, engine power must be reduced. Who, may we ask, has demanded an 82 percent increase in the engine power in the last ten years? We simply must remember that human nature can not be changed. If speed and power are there some persons will want to use it."

"What the public really demands is safety and then economy—40 miles per hour and 30 miles to the gallon. It can be done and now is the time to do it."

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