

## Editorially Speaking

### The Council The Bus Proposal

The king who asked the sage for the shortest possible history of man, received this answer: "He is born, he suffers, and dies." Somewhat analogous to this—the most brief resume of life—is the position of members of student councils: "They are elected, they attend meetings, and they are replaced."

But the man, in his few years of suffering, attempts to attach some accomplishment to his name that will outlive his physical existence. Likewise, though somewhat against the odds from the outset, members of the student council attempt to do the same. Their record, down through the last few years, then, can be gazed upon optimistically in this way:

1934 and '35: Staged successful fight for Union building.  
1936 and '37: Aided in location and control of Union.  
1938: Assisted in campus election reform.

Comes now the 1939 crop of council members with an admirable idea to provide cheaper facilities for transportation between the ag and city campuses. With united support and assistance on all sides by members of the council, the duo committee of the council, and with some good timely advice, generally lacking for these proteges of student government, the duo committee in charge of the bus proposition might succeed. Neither of these, however, has yet been forthcoming.

There is no question of the simple fact that the two Lincoln campuses are too widely separated

both in distance and social activity. It is the outgrowth of this separation that students on either campus cannot rightly mingle and "know" those on the other campus and, hence argue in words such as these: "Ag campus courses are easier than those on the city campus," "N. U. has only a fair baseball team because practices were held on the ag campus," and "Students on each campus are in a separate social class."

Clearly, it can be seen then, that union of students—the Union building itself—for which the council and prominent alumni campaigned so long, is being defeated in its own purpose, not because of improper management but because of the economic problem facing ag campus students for reaching its facilities.

There is only one way of solution—a university inter-campus bus line. Another is a way of assistance—insistence upon a 5 cent fare between campuses, proposed by one who is a candidate for city council.

Neither of these two ideas, both heartily approved by the students at large, will have a chance for success unless the entire student council begins charting its waters. The polling, as presented in today's issue, is a remarkable accomplishment by members of the council committee, but the time is short and the sea is often rough.

Action by all members of the council and advice by those in position to advise members of the council are needed if this noteworthy proposal is not to go like most regular council business that "is born, struggles, and dies."  
—H. N.

### Bus-line--

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who responded to the questionnaire. In addition to this necessary item of class expense, an outlay of \$146.89 based on the actual computations of the students was spent on transportation to university affairs.

Adding to these figures the \$133.04 which these students spend weekly on other forms of transportation, including of inter-campus transportation amounts to \$536.02, the report of the Ag bus committee declared.

On a semester basis, using these figures as the average weekly expense for the period, the outlay that this representative ag college group expends amounts to \$9,648.36.

These figures the committee stressed are based on factual material, and represent the actual outlay that can be expected as the upper limit for the bus proposal.

\$11,970.54 total cost.

Assuming that the remaining 19 percent of the college have costs similar to these, a figure of \$11,970.54 can be taken for the total amount spent per semester under

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Nebraskan

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### Union closes Thursday

The Union will be closed from 10:30 this Thursday until Tuesday noon, April 11. The cafeteria and second floor dining rooms will remain open until Thursday noon while the Corn Krib will close at 10:30.

the present system.

Art Hill, co-chairman with Iris Johnson of the Intercampus bus committee, declared these sums would be sufficient to operate two large size buses between the two parts of the university.

When questioning a part of the faculty to sound out any objection to changing the ag college class schedule so as to leave 25 minutes between the close of classes on the farm campus and the opening of those on the city, approval of the suggestion was found.

"Not only could the costs of the service be lowered," Hill stated, "but also a greater volume of students could make use of down town campus facilities."

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