

# Just Between Us . . .

By DON PIEPER  
Editor

This is being written Tuesday afternoon and I'm knocking on wood while I'm writing. I am going to congratulate the Associated Women Students' Board and the male population of the University and I hope that the men deserve it. Monday there were no riots at Coed Follies—even though the weather was perfect for them. I don't know what will happen tonight but I am sure that students will continue to conduct themselves in accordance with their age and mentality.

But, perhaps, the basic responsibility for the orderly Follies belongs with the AWS Board for the precedent-breaking decision to open up the show to males and Lincolinites. Last year's performance by the males drew more publicity than the coed show. And this publicity just added fuel for the perpetual critics of the University.

For the benefit of the freshmen who didn't hear about what happened, last year several hundred University men swarmed through Lincoln streets and crashed through the doors of the Nebraska Theater. Some of them used brute force and some came dressed as coeds. Several Lincoln policemen were injured in the melee. It turned out that this was just a warming up exercise for the underwear raids later in the spring.

This is all ancient history. The most important fact now is that this year things worked out just fine. The men were happy and they saw a good show. The demand was so great that the house was oversold Monday and all Tuesday tickets were gone Monday. A great many persons were forced to stand during the first performance and I noticed that most of them stayed till

the end despite the AWS offer to refund their money. I would like to point to some obvious conclusions about this year's Follies. First, the Kosmet Klub will have to bear down and improve the Fall Show. The calibre of some of the women's skits was—and this is just between us—far above some of the men's acts this fall. When I mentioned this fact to a Kosmet Klub member, this rebuttal was that women just had more to offer on the stage. True—but KK will still have to shape up.

Secondly, even two nights are not enough for the Follies. If the show is held in the Nebraska Theater—and that is the only place with proper dressing room space—everyone who wants to see the show can't get tickets. There just isn't enough room. The theater was crowded before with only women students but with the general public invited too, the crowds are really large. The two-night idea was just an experiment this year. The faculty committee on student affairs allowed the AWS to try it to see how the public reacted. The reaction was overwhelming.

All Tuesday afternoon, the phone at the theater was ringing and callers wanted to know where tickets would be available. When they were told that tickets were gone, practically everyone suggested that the show be held three nights. One man said that many of the customers in his store had told him how good the Follies were. He told the girl on the phone that it was a shame everyone who wanted to see the show couldn't come.

So, a memo to the administration: think over this problem. The women have shown that they can come through with a really popular show. Let's give all the students and Lincolinites a chance to see it.

## NEBRASKAN EDITORIALS

### Morons—Top Drivers

Looking back to the days of the two passenger Pope-Hartford and later the ever-famous Model T, the average U.S. driver seldom got behind an automobile wheel feeling slightly like a man grabbing the reins of a race horse or handling the throttle of a locomotive. And ever since, he has gone right on believing that only his intelligence, mechanical ability and cool mind have enabled him to remain the master of the automobile.

However, the so-called expert driver might be interested in the conclusion reached by the Northwestern University's Traffic Institution which had news for him.

High-grade morons (with a mental age of between 10 and 12 years) make the best automobile drivers, the Institute's Research Director James Stannard Baker said. And, if the moron's eyesight is a little below par, all the better—keeps his mind on the job. "The operation of a motor car is too dumb a job to command the attention of those who are particularly bright," Baker explained. People with sharp eyes he said, are more likely to be distracted by scenes other than driving.

However, once the low-mentality motorist is taught to drive properly, he will not deviate from his pattern of learning, institute reports say. Also, the moronic driver will not be mooning about international relations or who will win the series. Baker was of the opinion that drivers with such "handicaps" as extraordinary visions or high IQs should be warned about them when being licensed.

It seems at first glance like a mean blow to

the American's driver's ego. But a second glance at the U.S. accident rate seems certain to restore the national confidence. Only a race of geniuses, if the Baker theory is accepted, could have pushed it so high.

So now it is up to the "so-called" geniuses to curb the ever-increasing rate of traffic fatalities and accidents. For University students the matter of accidents hit too close to home when one student was reported killed and two students critically injured—all in the course of one life-taking weekend.

The Daily Nebraskan has begun a safety crusade in an effort to help students realize the role they can play in preventing traffic accidents and deaths. On Page 4 of this issue, a safety pledge appears in which the signer agrees to "drive and walk safely and think in terms of safety throughout 1953 . . . further advance the cause of safety by talking to family and friends and by taking part in safety activities of my club, school, employee group and other organizations."

The Nebraskan asks those students who take the pledge to return it to The Nebraskan office at their earliest convenience. These will then be sent to the Omaha World-Herald, which is conducting an extensive safety crusade program.

And so, if the genius race is responsible for the high rate of fatalities, maybe a few lofty geniuses should realize that the power of concentration goes hand in hand with good driving. The Nebraskan hopes the students will realize the role they can play in the prevention of future heartaches over unnecessary deaths. Please sign the pledge, and live up to it so that others may also live.—S.G.

### Time Plus Money Plus Push

Six years, \$100,000 and efforts of Chancellor R. G. Gustafson added up last week to a fulltime psychiatrist for the University.

Every year since 1947 Dr. Samuel I. Fuenning, director of the Student Health Center, has recommended to the University that it hire a psychiatrist. But every year the answer was the same: No money is available.

By last spring the problem of paying a full-time psychiatrist was defined as one of "hiring the right man at the right price." The right price obviously was still the stymying factor.

Later in the spring, however, a \$100,000 grant suddenly solved the money problem. Obtained through the University Foundation, the gift was made available by the Woods brothers in memory of their parents, Mr. and Mrs. Frank H. Woods of Lincoln.

The problem of a psychiatrist appeared answered. But only through the efforts and interest

of Dr. Fuenning and the Chancellor was Dr. I. William Brill contracted this month.

When Dr. Brill assumes his duties March 10, he will begin building a program strong in the fields of clinical, educational and research psychiatry. No longer will the University have to depend upon services of the assistant superintendent of the state hospital—who has worked in the University health department only on Friday afternoons and Saturday mornings.

The step to an adequate psychiatric program took a long time—but it is far from the last step up the stairway to well-developed student health facilities on the campus.

Time, money and administration support appear necessary for further advancement in the health center. Time has long since passed. The administration, according to Dr. Fuenning, seems in favor of the extended program. Again, the obstacle is lack of funds.—K.R.

### Yesteryear At NU . . .

By DICK RALSTON  
Staff Writer

If she could only see them now! Miss Amanda Heppner, Dean of Women, in 1933 offered the opinion that "Nebraska women will not go masculine."

"I do not feel that Nebraska women will fall for the fad of wearing men's trousers and coats for street wear," said Miss Heppner. "I do feel, however, that such attire is perfectly permissible for sports wear." "The popular fad of girls wearing men's clothing has taken many colleges and universities by

storm, and met its first rebuff recently at the University of Oklahoma, where Miss E. McDaniels, Dean of Women, issued an order which forbade women students to appear on the campus in men's attire.

"It will not be necessary, in my opinion, to place any such order upon Nebraska women," continued Miss Heppner. "Those who originate these fads are usually from the Hollywood movie colony and do so merely for publicity." "Many women students at the University found the fad highly objectionable upon the ground that if a woman attires herself in men's clothing, femininity is lost sight of." "The fairer sex!

## WORLD REPORT

TODAY'S HEADLINES . . . The Korean issue is the first item on the agenda of the forthcoming session of the United Nations . . . U. S. Ambassador Lodge has reserved hopes of some sort of understanding being reached between East and West.

Former Sen. Robert M. LaFollette Jr. of Wisconsin shot and killed himself at his Washington home. Secretary of Interior McKay recommends to Congress legislation giving to the states the controversial tidelands.

Methodist Bishop G. Bromley Oxnam attacks methods being used by Congressional committees as being a threat to the church.

### Second Berlin Airlift Carries Human Cargo

EDITOR'S NOTE: The following is an editorial from the Christian Science Monitor. Another airlift of enormous importance is going on between West Berlin and West Germany. In 1948, airborne cargoes of food, fuel, and other supplies carried into Berlin broke the attempted Russian blockade of that city and proved the western allies were not helpless to sustain the outpost. Today French, British, and American planes are flying human cargoes out of Berlin, which represent one of the most tragic aspects of the "cold war."

Within one 24-hour period last week more than 2,000 refugees from the Communist scourge in East Germany were admitted to West Berlin through the city's official refugee center. Toward the end of last year the rate was running around 800 a day. About two weeks ago it passed 1,000 a day.

Already Berlin contains an estimated 150,000 "unrecognized" refugees besides those who have convinced the authorities they fled the Soviet zone for adequate reasons. The "recognized" refugees are flown out of West Germany as fast as possible, yet a backlog of nearly 8,000 persons now are waiting for this transportation.

But West Germany also has its refugee problem, hundreds of thousands of displaced persons from East Prussia, Pomerania, Silesia, and the Sudetenland who are only gradually being absorbed into employment. To these now are added refugees from Saxony, Brandenburg, and Mecklenburg via Berlin, robbed of their possessions, driven from their lands, arriving with only a suitcase, if that.

### Stolen Goods

## Who Is The Ideal Prof? Paper Provides Answer

Peg Bartunek

Whoever thought there could be an ideal professor? According to a 48-state survey reported in the Texas A & M college paper, the ideal prof is:

- One who can laugh with his class; a guy who has a sense of humor and uses it in the classroom.
- A well-prepared lecturer who thoroughly understands his subject.
- A friendly, enthusiastic person who is really interested in his class and who is aware that ideas contrary to his own may be just as sound.
- One who does not use the curve system of grading, but rather rates each individual on effort as well as achievement.
- A young man.

A turnabout is being staged at Cambridge University (England). The females are intruding upon the privacy of the males. Six girls students vowed to bathe at each of the university men's colleges in turn and already the coeds are reported to have been successful in two of the colleges. In each bathroom the intruders have left their club's insignia—a single silk stocking.

A smoldering fire in the journalism building at the University of Oklahoma brought about this telephone conversation: "Journalism shop superintendent: 'The journalism building is on fire! Give me the fire department!'" "Operator: 'Sorry, the university doesn't have a fire chief; I'll give you the plumber.'" "Superintendent (to man answering phone in plumbing office): 'Say, we've got a fire at the journalism building. What do you want to do about it?'" "Plumber: 'You'll have to make out an order before we can come over.'"

The damage to the building was slight, but what about the blood pressure of the superintendent? The faculty at Wheaton College, Ill. in a close vote turned down a student council proposal which would permit unlimited class cuts. Supporters of the plan said that unlimited cuts would give students a healthier attitude toward classes and cited statistics indicating good attendance records at schools having unlimited cuts.

But the opposition declared that the plan was "more theoretical than anything else." The following questions taken directly from the files of the University of Idaho were handed out to help harassed students cramming for exams:

- How many aliens became U. S. citizens last year?
  - \$5,283
  - \$8,294
  - \$3,935
  - \$9,396
- A recent president of the United States was:
  - Richard Nixon
  - John Steinbeck
  - Marilyn Monroe
  - All of the above
- True or false? (7)
  - Criticize the makeup, writing, advertising, features and editorials from the Jan. 27, 1947, issue of the New York Times (from memory). Discuss and evaluate.

## From The Glass Box People, Truckers Want Roads—But Not Taxes

Hal Hasselbalch

It happens every time the legislature convenes, Nebraskaans cry for more and better roads but balk at paying for them.

It doesn't take an economics major to know that one has to pay for everything he gets, one way or another. State Engineer Harold Aitken knows that. He tried to tell legislators that Monday in a hearing of the revenue committee. Aitken said, "the people of Nebraska will have no one to blame but themselves if they don't have highways. They will pay for motor vehicle transportation in car costs and possibly traffic deaths."

The most idealistic collegian can understand that money for state roads must come from a tax. It stands to reason that those who use the roads the most should pay the most to use them. Two kinds of taxes have been devised to see that users pay the gasoline tax and the ton-mile tax. Nebraska has used the gas tax for some time, but it seems that the newly-proposed ton-mile system is the more equitable.

The people don't want any more gas tax. They said so with a referendum in 1950. Neighboring states have been chuckling at Nebraska for not adopting the ton-mile tax a long time ago.

Why all the delay then? Several strong lobbies have been at work on the question for a long time. The same lobbies, by the way, that were behind the gas tax referendum. Trucking interests think they pay their share with license fees and RC permit fees. Backers of the ton-mile system have pamphlets, tables and examples showing that it is the trucks which are responsible for the state road conditions.

On the other side, truckers have their statistics to show that the trucks don't damage the highways any more than passenger cars. The legislators and the public have a hard time trying to find where the truth lies. However, it is reasonable that a heavy object on a given surface has more destructive power than a lighter object on the same surface. The question is: Are Ne-

braska's surfaced roads covered with a thick enough layer that they can take the heavy with the light and not break up. The truckers say they are and it's not the trucks that are causing the damage but construction faults. Solution of the problem involves technical calculations. This writer hopes the lawmakers will accept the finding of the state engineer and overlook the twisted statistics of the lobbies when they decide the ton-mile question.

### DUQUESNE

## 'Brotherhood Must Replace Tolerance'

(From the Duquesne Duke) Tolerance is an ugly word. The dictionary gives two definitions for tolerance. It is "the allowance of that which is not wholly approved; or recognition of the right of private opinion and differences."

There is no objection to the second meaning of the word. Its ugliness lies in the first definition quoted. Too many persons believe they are tolerant when they allow a Negro, a Jew, or any member of a minority, a right which they feel he does not merit. To these people, the equality mentioned in the Constitution is not one of the rights before the law. Rather, it is interpreted to mean a privilege which they will allow a man to exercise without active interference.

This false tolerance is almost as distasteful to most members of the minority groups as open enmity. To avoid a great deal of misunderstanding, perhaps we should substitute a better word for "tolerance." A good replacement would be "Brotherhood."

Brotherhood is a concrete word. Unlike tolerance it does not call to mind a vague concept, an abstract idea. Brotherhood reminds us of a definite relationship existing in almost every person's experience. It includes love and understanding, peace and equality, individual differences and basic likenesses.

As Edward Markham counseled, "We have committed the Golden Rule to memory; let us now commit it to life."

### TWO ON THE AISLE

## Sex Angle Backfired In 'Niagara'

By NORRIS HEINEMAN  
Guest Columnist

My good friend Bob Spearman, regular author of this column, graciously assented to my opinions of 20th Century's "Niagara," screened at the Stuart last week. So he asked me to be a guest critic.

He was particularly interested in my observation that "Niagara" was a Hollywood milestone. This is why: It marked the limit Hollywood has reached in exploiting the sex angle to combat the pinch of minds. Movie-dom's master minds decided some time ago, according to most reports, that their only chance for survival lay in a sex revival (not that such was ever noticeably absent).

But their honeymoon is over—appropriately—in "Niagara." Filmed in Monroe Technicolor, this movie bent over backwards too far—and flipped! The overplayed, painted, artificial sex appeal backfired. The audience was to be overwhelmed, agog. But it laughed. And it was no comedy.

In one of the first scenes, Marilyn—poured into a robin's egg blue dress suit—swivel-hipped past the camera reminiscent of Bob Reynolds in a broken field. Too much was too much.

So far I haven't said anything about the plot. I think there was one, but it has slipped my mind. Distilled sex wasn't the only technique revived in this picture. Hollywood scraped the barrel again and brought up the dusty old "Pearl White" routine, e.g. heroine bound to tracks, while train rushes forward. Heroine Jean Peters and semi-villain Joseph Cotten seemed doomed to ride their boat down the powerful current and under the beautiful but treacherous falls. But at the last moment, the heroine caught a twig growing out of a rock, and escaped.

I was further convinced that "Niagara" was a milestone, a turning point, last weekend when I read that Hollywood had definitely decided to go easier on the sex angle. But more than that, I'm sure Hollywood has realized that it takes a lot more than Marilyn Monroe and technicolor to make a good movie—and a box office hit. No, Marilyn Monroe fans, I'm not waving the old puritanical flag of white. This is just the way things looked from my balcony seat.

## IMPORTANT NOTICE

Due to the great interest in the Hughes Cooperative Plan for Master of Science Degrees, time limit for filing applications has been extended. Eligible are June, 1953, college graduates and members of the armed services being honorably discharged prior to September, 1953, holding degrees in ELECTRICAL ENGINEERING, PHYSICS, MECHANICAL ENGINEERING. Those chosen will obtain Master of Science Degrees while employed in industry and performing important military work. Write immediately for application form to: COMMITTEE FOR GRADUATE STUDY HUGHES RESEARCH AND DEVELOPMENT LABORATORIES Culver City, Los Angeles County, California

### AT MILLER'S



Cashmere HAS A TWIN SISTER! it's Super-Orlon by Blairmoor in enchanting Silky-Soft Sweaters

You'll look better in this sweater! It's Blairmoor's SUPER ORLON—a new yarn (from DuPont's acrylic fiber "Orlon") so silky-soft, so very like cashmere that when you place them side by side, you'll think you're seeing double. What's more, it's soft-loving, and moth-jaunting . . . needs no blocking when washed. Worth a Queen's ransom . . . but yours at a price that says "Hurry!" Sizes 34 to 40 White and Pastels Slipover . . . 895 Cardigan . . . 795 SPORTSWEAR . . . Second Floor MILLER & PAINE "AT THE CROSSROADS OF LINCOLN"

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