

Nebraskan Editorials:

No Stall

To say that students at the University are lucky is putting it mildly.

The parking situation on campus is—and the administration along with many faculty members agree—not as good as it could be.

Parking for seniors only, bicycles for freshmen and sophomores, reversion of existing parking spaces into lots for construction are some of the "answers" to parking situations on other campuses.

At Nebraska, students have an equal opportunity to obtain parking permits. These don't guarantee spaces, but they do give to each student—and faculty member, for that matter—a chance to run at the obstacle course each morning before eight.

Chancellor Hardin said that he realizes there is a problem. "The question is, should we restrict parking to some students or allow everyone an equal opportunity to park on the campus? I feel that the latter is the better answer right now," he stated.

As an aid to the situation the Chancellor pointed to the large parking lot at 17th and Vine. "There's room there for students who are willing to walk a few blocks to class."

When the new Union addition is begun even more space will be taken from parking. James Pittenger, assistant to the Chancellor, said, "It's a question of whether we want the expansion of our physical plant or an increase in parking facilities. I think that most Cornhuskers want a

better campus and subsequently a better university."

Most University students do want a better campus. This mechanized age dictates, however, that more and more students will be driving to school. A resolution of the problem will have to be conceived. The administration doesn't actually know what it will be. Pittenger called for all solutions. "We'll be delighted to talk with any student who can make a practical proposal," he said.

At present, the Chancellor has asked the Board of Regents for adequate lighting to make the 17th and Vine lot safer. He and John Selleck, the University comptroller, have discussed purchasing new lands around the campus. But the University is hemmed in by very valuable land.

Even a huge parking garage has been thought of. But Chancellor Hardin said of this, "We have already mortgaged ourselves to the hilt on the Union addition, the Student Health Center and the Administration Building. It wouldn't be fair to get in any deeper at present."

For those hearty souls—teachers included—who don't mind a walk, there is always plenty of room at 17th and Vine. We hate to think that restriction of cars will be the inevitable outcome of the problem. Parking meters on campus aren't really a solution, either.

We can search for a long range answer. The administration has asked for student help in solving the problem. The assurance that the University is concerned with this highly important situation is temporarily enough to ameliorate those who find a six-block walk tough.

From the editor's desk: ...with malice towards none



Officers of the Interfraternity Council placed themselves in a rather peculiar position Wednesday evening. They began their meeting with a justification of certain facets of the 1956 Rush Week which they had previously termed as one of the most successful in the history of the University.

This explanation was prompted by action from the floor but actually was the result of rather pointed questioning which occurred in an article by a Nebraskan columnist.

Although The Nebraskan does not agree with the majority of charges made by this columnist. The Nebraskan, does support a part of the inferred dictum of the statements. The major portion of the fraternity system was not aware of the status of spiking (the procedure of giving a pledge pin to a rushee before actual pledge assumption procedures have been carried out and most of the members believed that spiking was illegal, as it had been in the past.

The IFC says that it was made clear to every rushee that spiking was not an obligatory action. A "spikee" was

not bound by acceptance of a pin.

Perhaps, it is necessary to accept spiking as an evil that is inherent in the system, but let us not fool ourselves. How many rushees who accepted pledge pins before rush week actually changed their minds—and did something about it? On the other hand, how many rushees with pins in their pockets did an about face and began to do "good work" for their chosen fraternity—even in the waiting period on Saturday morning in the Union?

These words do not mean that there was any evidence of bad faith on the parts of the officers of the IFC. The fact is that the system is not perfect—and, perhaps, never will be.

A system which allows fraternities to "snow" men from small outstate towns and have them obligated by the first of August is not perfect. Trips to Kansas City with expenses paid bring to mind the story of the little boy of six years who took a sweet young miss of comparable age to the ice cream shop for a treat. After they had finished and had journeyed to the young lady's

porch, the young gentleman began to force his attentions on the heroine.

"I don't buy dimes, dime maleds for nothing," the six-year old said.

An early edition of a Lincoln newspaper contained, on the front page, as lead article, a story about some of the more sordid remarks that are the result of the current political wars.

On an inside page, next to the markets, was a story about a millionaire who had forsaken his wealth, attended college and became a doctor to impoverished natives of Haiti. Using family funds he had established a clinic and medical center. Only one thing remained to be done—a suitable memorial to Albert Schweitzer.

Bob Considine said recently that he would like to write as his final piece of copy, a story about a "guaranteed and lasting peace." Perhaps, he will some day. The distance between the first page and the market page isn't very far until the paper is opened and split into two segments.

Sam Jensen

Canterbury Discussions: The Religious Week

By CINDY ZSCHAU Church Editor

The first in a series of discussions entitled "My Country and Its People" will be presented at the Sunday meeting of the Canterbury Club at the University Episcopal Chapel.

Each of the series will be devoted to a different country with the discussion being led by a native of that country. This week Dismas M'dachi will present "Tanganyika, My Country and Its People."

Baptists and Disciples of Christ Student Fellowship 1237 R

Friday: 7:30 p.m., retreat. Sunday: 5 p.m., supper, worship and program. Wednesday: 12:30 p.m., chapel.

Christian Science Organization Thursday: 7:30 p.m., worship in Room 313 of the Union.

Lutheran Student House 535 No. 16th

Saturday: All day retreat at South Bend. (Leave House at 8:30 a.m. or 12:30 p.m.) Sunday: 9:30 a.m., Bible study and worship; 10:30 a.m., coffee hour; 11 a.m., worship, 5 p.m., LSA cost supper. Monday: 6 p.m., Grad Club supper. Wednesday: 7 p.m., vespers; 7:30 p.m., choir. Thursday: 7 p.m., Christianity course.

Methodist Student House 1417 R

Sunday: 5 p.m., Wesley Fireside cost supper (\$5 cents); 5:45 p.m.; forum series: Gods on the Campus. Betty Wilson, YWCA director, will

speak on "A Hot Seat or a Bath," 6:45 p.m., worship.

Newman Catholic Center 1602 Q

Sunday: 8, 9, 10, 11 a.m. and 12 noon, masses; 5:30 p.m., supper.

Weekdays: 6:45 and 7:15 a.m., masses.

Presbyterian-Congregational 333 No. 14

Sunday: 5:30 p.m., forum on "Questioning Your Faith" led by Dr. Rex Knowles.

Monday: 7 a.m., Bible study. Tuesday: 7 and 11 a.m., Christian Beliefs study group; 7 p.m., Sigma Eta Chi. Wednesday: 7 p.m., vespers; 7:30 p.m., study group on "Dating, Courtship and Marriage."

South Street Temple 20th & South

Friday: 7:30 p.m., service.

University Episcopal Chapel 346 No. 13

Sunday: 9 a.m., Holy Communion; 11 a.m., morning prayer and sermon; 7 p.m., Canterbury Club.

Tuesday: 11 a.m., Holy Communion. Wednesday: 7 a.m., Holy Communion; 7 p.m., choir rehearsal.

Thursday: 10 a.m., Holy Communion.

University Lutheran Chapel (Missouri Synod) 15th & Q

Sunday: 10:45 a.m., worship; 5:30 p.m., Gamma Delta outing. Wednesday: 7 p.m., choir rehearsal.

Thursday: 3:30-5:30 p.m., coffee hours; 7 p.m., doctrine study group.

it happened at nu— Pledges are gullible. One will was Jack. It really wasn't. So the he tapped the hasher on the back reply was, "All you have to do is even testify to it. A wise old soph- pledge repeatedly called for and said, "Will, you please give ask me." more told him the hasher's name "Jack." Finally, very irritated, me a glass of milk." The sage

The Swing is to KINGS! "COLLEGE NITE" Friday, September 28 Presenting... The Musical Concepts of JIMMY PHILLIPS and his orchestra Dancing 9-12 \$1.70 per couple tax incl.

This Show is on the Bill... "DARK OF THE MOON" If You Are Bothered by the Light of the Moon You Will "Rock-n-Roll" by the Dark of the Moon! THIS AND SIX MORE SHOWS... ALL SEVEN FOR \$5.00 Buy a season ticket NOW. University Theatre Box Office Temple Bldg. Room 108 Open Daily 8:00 - 5:00

What's Doing... at Pratt & Whitney Aircraft

Test Lab "Upstairs" Even in aviation's earliest years, it was axiomatic that "proof must come in the air". Out of this, the flying test bed was born... and slowly grew to its present-day stature as an indispensable engineering tool, implemented by an extensive variety of engineering skills. The problems of observing and recording an engine's performance in the air are legion. Most recently, a Boeing B-50 and a North American B-45 were readied as test beds for Pratt & Whitney Aircraft's J-57 and J-75 turbojets. The experimental power plant, contained in a retractable pod in the bomb bay, can be flown to locations where atmospheric conditions permit most efficient testing. The prototype is then extended into the air stream for actual flight work with the regular engines idled, and the job of observing and recording in-flight performance begins. From the first shakedown flight to the test engine's eventual acceptance, invaluable information is gathered. Perhaps the most vital contribution made by P & W A's flying test-bed program is the great reduction in time between initial development and quantity production of engines. Important, too, is the quality and diversity of engineering talent involved in such a program, for it spells out remarkable opportunity for today's engineering student.

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